

COOSA VALLEY INDUSTRIAL SITE HANDBOOK

Prepared for

The Coosa Valley Area Planning and Development Commission
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by

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Foreword

If a community expects to get new industry, it must have suitable sites to accommodate the new plants. This self-evident fact has been the reason for the present survey of industrial sites and potential site areas in the Coosa Valley region of northwest Georgia. The program of comprehensive economic development undertaken there by the Coosa Valley Area Planning and Development Commission has as a principal objective the expansion of industrial activity throughout its 11-county area of service. Hence, the Commission has recognized the need for early appraisal of this important aspect of its program.

The present survey of an 11-county area to determine its industrial site potentials is unprecedented in Georgia, and probably few other areas of this size have been similarly investigated in the entire country. A total of 170 industrial districts, sites, and site areas are described in this report, with accompanying aerial photographs where available. In the introductory section, Dr. Whitlatch gives an objective appraisal of the industrial potentials of the Coosa Valley region and suggests a program of action designed to facilitate industrial site development in the communities of the region.

The format of the report is designed to permit maximum usage of the various "controlled site" descriptions in the promotional efforts of the communities concerned. The descriptive and illustrative materials of such sites have been assembled as units for individual locations, so that reprints of these site data could be produced for the use of community promotion groups. This special handling of these site data has created some blank pages throughout the report, but we believe this added utility of the finished report will offset any inconvenience the user may suffer because of these blank areas.

Kenneth C. Wagner, Head
Industrial Development Branch

INDUSTRIAL SITE SURVEY
of the
COOSA VALLEY OF NORTHWEST GEORGIA

Fundamentals of Site Development

Expansion of manufacturing operations in the Coosa Valley is a principal objective of the Coosa Valley Area Planning & Development Commission. It is evident, therefore, that if the Coosa Valley cities and towns expect to obtain new industry, they must know their local site situation. This is especially so because the mountainous to hilly terrain of the Valley materially reduces the amount of favorable industrial land. Further, before any of the communities can properly plan for physical improvements, such as future extensions of utilities, it is essential to know where new industries are to be located.

Many communities assume that, because there is plenty of farmland in or around the city or town, they have plenty of industrial land. Nothing could be more erroneous. Merely saying that a corn field or a cotton field is an industrial area does not make it so, nor does it insure the availability of the land. In fact, an area must have some economic advantage - a plentiful labor supply, markets, or resources, that will give it a reasonable chance to attract industry before there is any necessity to look for sites. That these attractions, in greater or lesser degree, are found throughout the Coosa Valley is evident, but this does not hold true for every community in the Valley. The industrial potential varies widely among the various cities and towns, yet those that do have any potential must necessarily know their site situation if they expect to get new industries.

It is well to remember that there is steadily increasing competition for industrial plants and that each community has a definite selling job to perform if it is to remain competitive. The commodity to be sold is the

community itself, and no part of this selling effort is more important than the industrial site. It makes no difference how ably a community sells itself, if there is no land available on which to put the new plant, the effort has been in vain. No community development group can afford to assume that it has land available for industrial development. This must be assured through controlled sites - land which the local group owns or has under long-term option at a specific per-acre buying price. But this is only the first step.

If an attractive and competitive package is to be offered the industrial prospect, some preparation and promotion of the site must be done by the local development group. In the larger communities today, this may mean more or less formal development of an industrial district or "park," involving a whole series of important considerations. In the smaller communities, the least that should be done toward creation of a site is to make utilities available to the land. "Utilities create the basic difference between a piece of raw rural land and an urban development." *

Electric and gas services are usually fairly flexible and can be made available with reasonable effort. Water supply and sanitary sewer service are much less flexible and usually require some long-range planning on the part of the community. Further, in the selection of an industrial site, full consideration must be given to the land-use pattern of the entire community, both as it exists and as it would be in the future under the effects of new or expanded industrial operations. Not the least of such considerations would

* Springer, Marvin R., "Development of Local Industrial Districts," a paper presented before the Area Development Seminar sponsored at Dallas, Texas by Texas Power & Light Company, April 26, 1961.

be the street and highway network and the resultant traffic problems that a new industry might create.

On the basis of the foregoing fundamentals of industrial site selection and development, the Coosa Valley Area Planning & Development Commission early recognized its need for information on the local site situations throughout the 11-county area embraced by that organization. The present report seeks to meet that need.

The Field Survey

Field inspections of possible industrial sites in the Coosa Valley counties were begun in early June of 1961, and this work was intermittently continued to the time of this publication. One hundred and seventy of the site areas are described here. In each county, inspections were made of properties in and around any community of sufficient size and resources to have an evident industrial potential. In every county, the local Coosa Valley Commissioners and/or other interested persons gave invaluable assistance in identifying properties owned, under option, or otherwise under local control, as well as suggesting other properties known or believed to be available for industrial development. Topographic and other map studies, both in advance of and during the field inspections, supplemented the local efforts in identifying areas for investigation. Lack of up-to-date topographic maps, unfortunately, handicapped the field inspections in some areas, notably in Floyd, Polk, and Chattooga counties.

Appraisal of the industrial possibilities of inspected properties has been based mainly on the accessibility to established utility services, especially water systems. It has been assumed that electric power would be made available to any selected location where demand is developed. Inside the corporate limits, power service in most cities and towns of the Valley

will be supplied by the Georgia Power Company, except in the few places where a municipal system is operated, such as Cartersville. Outside of city limits, service may be furnished by rural electric cooperatives but, in numerous instances, the right to service industrial loads has been reserved by the Georgia Power Company. This report makes no effort to fully discuss local power services, and these should be checked in the individual communities. The relationship of highways and/or streets to potential sites also has been a major determinant, as has been accessibility by railroad lead tracks to those properties along railroads. Regard to possible flooding has been given to those lands along rivers, creeks, and other streams.

The site descriptions of this report include both those properties which are "controlled" by local groups, through outright ownership, option, or signed ownership agreements, * and those properties which may or may not be available. However, the mere listing of the latter properties is in no way to be construed as assurance they are being offered for sale or can be purchased. In some cases, present unavailability is specifically noted. On most of the controlled properties, a special site questionnaire has been completed locally for this report, along with a site sketch and, where available, an aerial photograph.

Although numerous properties are listed which have access to only the minimum of utility services, often only water, this is not to suggest that such areas are to be classified as industrial sites. They are potential sites which can be realized only by proper development of utilities. In numerous

* The ownership agreement is a signed agreement made by numerous landowners in the various Coosa Valley communities that they are willing to sell their lands for industrial purposes at specified per-acre prices. Such agreements were made especially for the purposes of this survey and are recognized as being not legally binding upon the landowners.

instances, natural gas, water, and sewer lines are all available but are limited to 2- to 4-inch diameters for water and gas and to 8-inch or less sewers. Consequently, the potentials of such sites are materially reduced, unless there are definite plans for bringing larger service lines to the site. As a general rule, the minimum services to an industrial site should be a 6-inch looped water line with adequate pressure to meet local fire underwriters' requirements, a 4-inch high-pressure gas line, and an 8-inch sanitary sewer with gravity flow to a disposal plant of capacity ample to accommodate the anticipated industrial waste loads. If a site is near a stream, it is probable that the maximum distance for economical pumping of large volumes of process water will be under one mile. These are rough rules-of-thumb for the guidance of communities which have little to offer in the way of controlled sites with adequate utility services, and that situation prevails today in many communities of the Coosa Valley area. If these cities and towns are going to be competitively geared for industrial development, they must take early action in the selection of site areas and the planning of such improvements as are essential to convert them to real industrial sites.

Summary of the Valley Potential

The site situation throughout the Coosa Valley area varies widely from county to county and from area to area. Since much of the Valley is mountainous to definitely hilly, site areas hundreds of acres in extent are not common, but most of the counties have adequate to plentiful potential site areas around their communities, although individual tracts usually are under 100 acres. In a few counties, a highly unfavorable topography severely handicaps some communities, and this is especially true in Haralson County and to a somewhat lesser degree in Paulding County.

A major deficiency exists in the few river-rail sites found in the Coosa

Valley. Only in the vicinities of Rome, Reeves Station (Gordon County), Cartersville, and Summerville have any sizeable site areas been identified along rivers. At Summerville, the present pollution of the Chattooga River substantially reduces the potential of the river site there.

From an area standpoint, the general industrial potential of the central part of Coosa Valley is definitely strengthened by the major north-south highway (U. S. 41) and railroad (L & N) routes that serve this part of the Valley. The new Federal Interstate Highway 75 now under construction will bring Atlanta and Chattanooga even closer together in respect to motor transport time, and this can be very influential as a future attraction to industry in this part of the Valley. Further, as shown below, there are some especially good site areas here, particularly in the vicinities of Calhoun in Gordon County and Cartersville in Bartow County, both of which have the added advantage of river-rail sites. The extension of gas and water lines beyond city limits in the areas around the above cities is also a real advantage in site development.

In the eastern part of the Valley, including the eastern sections of Bartow and Gordon counties and the central section of Murray County, the routes of U. S. Highway 411 and the L & N Railroad make this area attractive to industry, especially to any manufacturers that may find it advantageous to be located between the metropolitan centers of Atlanta and Chattanooga or Knoxville, Tennessee. The industrial potential of this eastern Valley section is further strengthened by some very good site areas, notably in the vicinities of Eton (Murray County) and Fairmount (Gordon County), yet the small sizes of these communities and their lack of natural gas and sewerage systems tend to minimize the advantages of transportation and site areas. In fact, none of the communities here, except possibly Chatsworth, is large

enough in itself to be strongly attractive to industry.

In the western part of the Valley, Rome is the principal city and large enough to be attractive in itself to industry. Major factors in this city's industrial potential include dual railroad service (Central of Georgia and Southern), through four-lane highway to Atlanta, and a U. S. highway (27) route to Chattanooga. This intermediate position between two large metropolitan centers, plus proximity to Birmingham and other cities in nearby Alabama, adds much to Rome's potential. Fortunately, the city has a reasonably good site situation, excepting river locations, but for the long-term future, Rome should take early action to insure availability of sufficient industrial land to accommodate the new industries it can rightfully anticipate.

In the rest of this western section of the Valley, several cities are large enough to have in themselves the potential for attracting industry and should be able to successfully compete with Rome for new industry, provided they approach their development problems soundly and aggressively. Of these cities, which include Summerville, Cedartown, Rockmart, Bremen, Tallapoosa, Buchanan, Dallas, and Douglasville, only Cedartown has done sufficient advance planning to insure, through its new "Airport" industrial district, the proper accommodation of industry on short notice. Cedartown is further favored by dual railroad service, as are Rockmart, Dallas, and Bremen, but these last three cities have not sufficiently resolved their site problems to be strongly competitive, although Bremen is already quite well industrialized. At Summerville, and elsewhere in Chattooga County, are very satisfactory site situations, but the industrial possibilities of this county will continue to center at Summerville since it has the land and developed utilities to accommodate industry, as well as the real advantage of greater size than the other communities of the county. Unfortunately, the present polluted condition of

Chattooga River tends to limit Summerville's potential. Both Douglasville and Tallapoosa have fairly "tight" site situations, as has Buchanan which has little to offer rail-using industry. Trenton, of these western Valley cities, has an above-average industrial potential for such a small city, mainly because of its proximity to the Chattanooga area. However, full realization of this potential will necessitate careful planning, development, and protection of the site areas near Trenton, otherwise they may be sacrificed to residential developments resulting from the Chattanooga population overflow.

Recommended Local Action

In the larger cities of the Coosa Valley, there is enough industrial potential to warrant positive and specific actions to insure that their site situations are competitive. This means that some local group or organization, even the city government, should acquire land and extend to it the utilities, roads and/or streets, and, where applicable, railroad lead tracks necessary to create an industrial site or area. It is encouraging to see this type of development already underway at Cartersville, Calhoun, Cedartown, and Tallapoosa, while at Rome, the Rome-Floyd County Industrial Development Authority has under consideration the establishment of an industrial district. All of the above developments may be broadly included under this term of "industrial district," and the experience of Cartersville with such development is particularly outstanding. Although the industrial district seemingly is best restricted to the larger cities, especially if the development involves full-scale, complete installation of utility services, streets, and rail spurs, it is becoming more and more essential that any city, if it is to be industrially competitive, must have controlled areas to which the essential utility services are at least available. This is not to say, however, that such development of specific sites will assure attraction of industry to a community.

There is more than sites alone to this complex and technical job which is so commonly called "community industrial development."

For the smaller community that cannot afford to embark on industrial districts or similar developments, there is a minimum program that may be followed.

1. First, a tract of land should be selected that is within economic reach of the city utility services, at least water, power, and sewers. For most communities, 25 acres will accommodate two or three sizable industries. If the local situation will permit, two or three site areas of 10 to 25 acres, representing both on- and off-rail locations, should be selected. Then, these properties should be put under definite control by a long-term purchase option. Better still, the land should be purchased outright.

2. If the community has zoning, the selected site areas should be zoned, or re-zoned, to the most restricted industrial classification possible.

3. Where development funds are available, water, power, and sewer lines, as well as gas lines where this fuel is obtainable, should be extended to the selected properties. Access roads, if needed, should be built from the nearest major highway route to the properties. On railside properties, a commitment should be obtained in writing from the railroad industrial department in regard to the estimated cost and specific conditions under which a lead track would be extended into each property.

4. Where there are no funds to invest in the installation of utility services to the selected site areas, the next best action is to obtain - in writing - commitments or policy statements as to the conditions under which such services would be made available to the selected areas. These policy statements, to be obtained from the organizations that would furnish gas, water, electric power, sewer, and telephone services to the selected site areas, should give cost estimates and outline the conditions for extending

these services, with special reference as to who would shoulder the investment costs. The local development group also should ascertain industrial power rates and available surplus at the local substation, firm and interruptible rates on natural gas and available surplus during winter peak loads; the ability of the local sewage disposal plant to handle industrial loads and surplus capacity of the plant, and industrial water rates and surplus filtering capacity of the city plant as against the summertime peak demands.

5. When these cost estimates have been obtained on the extension of the above utility services, they should be totaled along with similar cost estimates for any projected access or service roads. Then, from this anticipated investment total, a per-acre price for the selected site area can be determined for quotation to industrial prospects.

6. For promotion purposes, the local development group should produce a "flyer" for each selected area. In this should be reproduced an aerial photo of the site area and a property line sketch showing locations and sizes of utility lines, access roads and major highway routes in relation to the rest of the community, and railroad, if any. The aerial photo should be taken at an oblique angle, and its reproduction should show by white lines the outline of the site area with identification of utility locations, roads, and railroad. In addition to the photo and sketch, the flyer should contain full information on the site area, including data on the utility services, price per acre, and any special conditions of acquisition.

If a community development group is not willing to take the above actions, then it should not even consider an industrial promotion program.

BARTOW COUNTY

In this county are four communities with sufficiently adequate municipal services, along with major rail and highway transportation routes, to give them definite industrial potentials. These are Cartersville - the county seat, Emerson, Adairsville, and White.

Cartersville, because of its proximity to metropolitan Atlanta and the advantage of a four-lane highway to that city, is well situated to attract those industrial managements who appreciate the advantages of being close to but still removed from the "big city." And, in recent years, under the progressive and aggressive "follow me" type of leadership of Mayor Charles Cowan, Sr., Cartersville has capitalized well on its industrial resources and advantages. Since 1956, the city has averaged over two new industries annually.

The Cartersville industrial potential is still full of future promise, not only because of present development of a new industrial district but also because of the large acreages of topographically suitable land in and near the city, with ready access to necessary utilities, that could still be developed industrially. This situation is especially good in areas to the west and southwest of the city. In those areas, the Etowah River adds a dimension to the Cartersville potential that has not been fully exploited. At some of the inspected locations along the river, the extension of rail service presents definite problems but, under the proper conditions, we believe rail leads can be installed within reasonable costs. Probably the most promising river-rail situation is that west of the city, near Ladds, described below as the Keown and Henderson tracts (no. 6 of this report).

At Emerson, which is a close neighbor of Cartersville on the south, our inspection failed to identify any sizeable industrial sites. The hilly terrain and unfavorable relationships of railroad and highway routes are the

chief factors contributing to this area's lack of potential industrial sites.

The industrial potential of Adairsville will be improved by the installation of a natural gas system in 1962. However, the area is deficient in good railroad sites, and the best possibilities are for non-rail users. Especially attractive for development of prestige sites is the large acreage northeast of town, on the east side of U. S. Highway 411 - the Veatch-Bowden properties of this report. Extension of utilities to this area is a major problem of such development, and its solution will require positive and aggressive leadership by local leaders.

The potential of White, a small town on U. S. 411 in east-central Bartow County, is rather minimum due to its size and consequent lack of the many conveniences and services of a city. Recent installation of a natural gas system will tend to increase the town's potential, and present successful operation of a manufacturing plant here is demonstration of the town's ability to support industry. The several site areas inspected along the Louisville & Nashville Railroad are sufficiently varied, both in size and topography, to give new industry a fair choice of selection. The Yancey tract north of town is especially attractive.

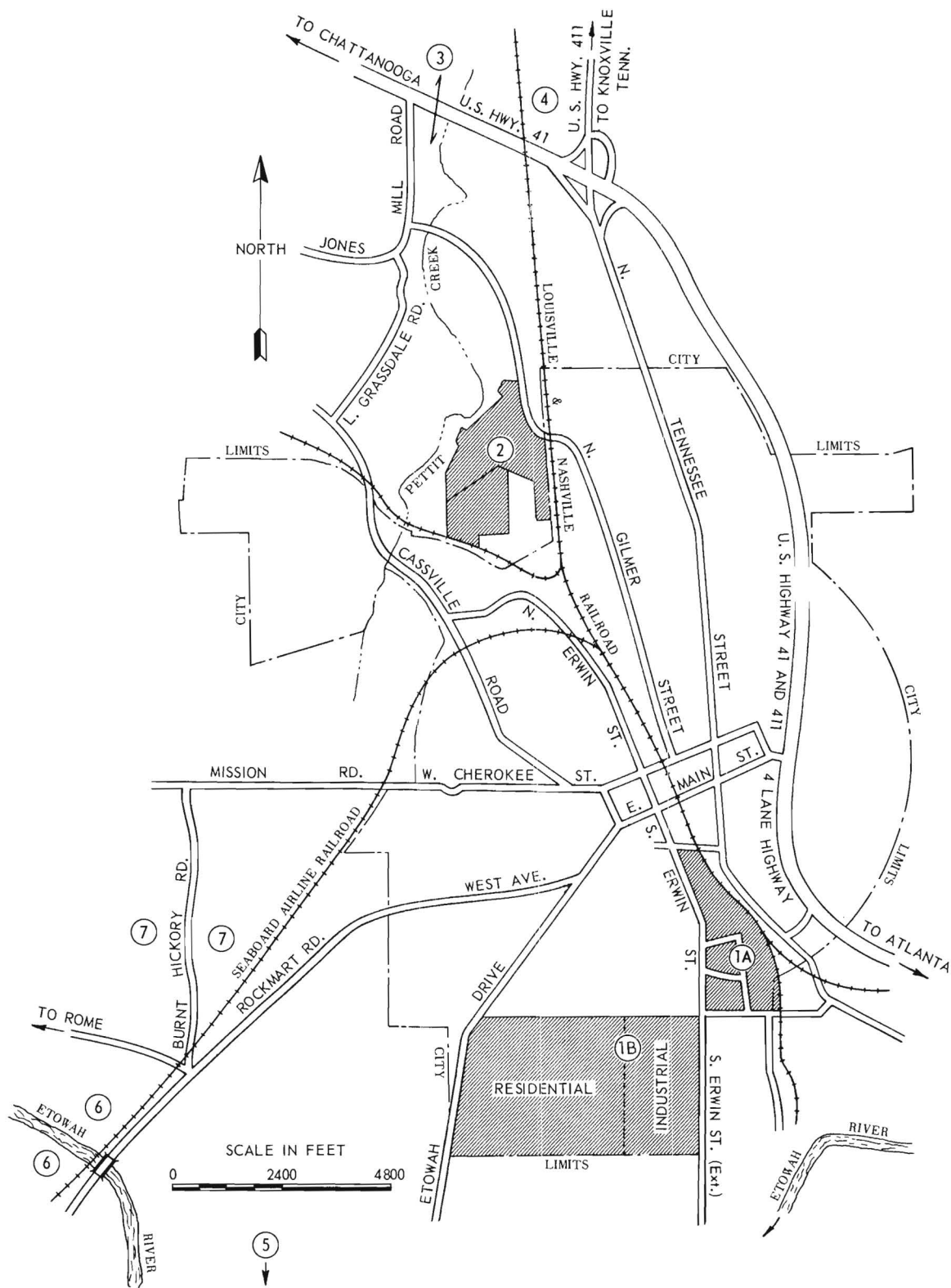


Figure 1. Index map to industrial properties at Cartersville, Ga.

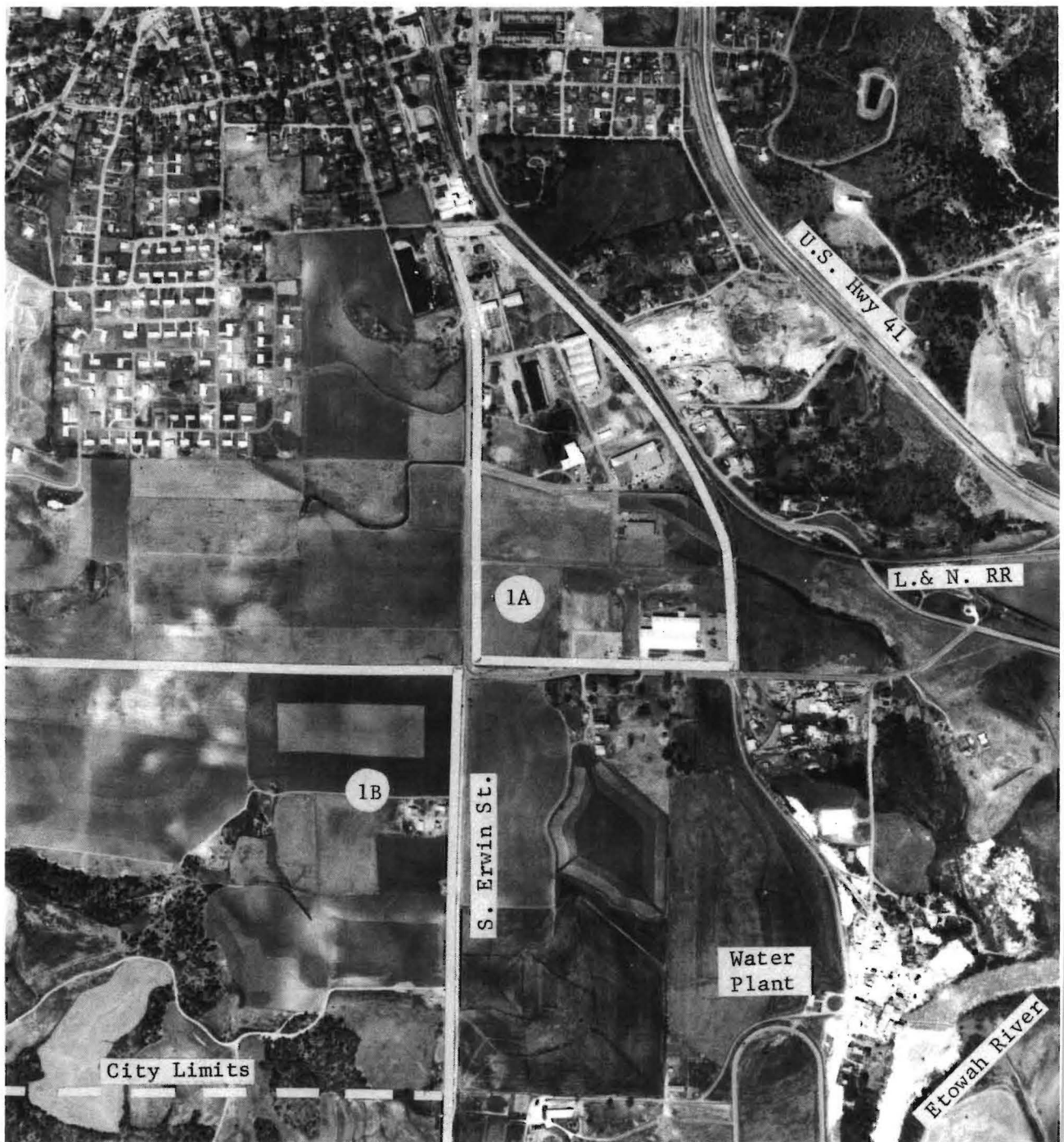


Plate 1. Industrial districts at Cartersville, Ga. No. 1A is the Bartow Industrial Development Corporation district. No. 1B is the Conyers Development Corporation district.

CARTERSVILLE

Industrial Districts (1) - Under the aggressive leadership of Mayor Charles A. Cowan, Sr., the City of Cartersville in the past six years has established 16 new industries within its limits. A major factor in this highly successful local development program has been the availability of good industrial sites in the southeast sector of that city. Here the Chamber-sponsored Bartow Industrial Development Corporation created an industrial district that today is largely filled by the new industries (see 1A of figure 1 and plate 1). Only two relatively small tracts are still available in this district (see figure 2).

To assure the continued future industrial growth of Cartersville, a new industrial area was opened for development in late 1961 by the Conyers Development Corporation. This new area, situated immediately west and south of the original industrial district, initially comprises a total of some 400 acres (see 1B of figure 1 and plate 1). To the west of South Erwin Street (extended), industrial zoning has been provided for 1,600 feet, giving 160 acres of choice industrial land (see figure 3). The remaining 240 acres will be developed for residential use. To serve this new industrial district, it is planned to extend the Old Mill Road westward to connect with Etowah Drive, giving an 80-foot east-west highway that will be called the "South Cartersville By-pass." This by-pass route will divert traffic from the new district to State Highways 61, 113, and 20 and U. S. Highways 41 and 411 without traversing downtown Cartersville. A lead track from the Louisville & Nashville Railroad will serve industries in this new district.

The district is served by an 8-inch high-pressure water main with 90-lbs. pressure, an 8-inch sewer, and a 4-inch high-pressure natural gas line. Electric power service is supplied by a 12,000-volt line from the city-owned

system which has a substation at the north end of the adjoining Bartow Industrial Development Corporation district (see figure 2). In early 1962, an excess station capacity of 3,000 kva was available. Power is furnished to the City of Cartersville municipal system by the Georgia Power Company whose local substation is served by seven lines - five 110,000-volt lines from Atlanta, Lindale, Plant Hammond (near Rome), Nelson, and Athens and two 44,000-volt lines from Lindale and Marietta. This multiple-line power service is an especially important factor in the location of industries that cannot tolerate power interruptions.

In addition to the acreage planned for initial development, the Conyers property extends south to Etowah River, providing another 400 acres or so that could be adapted to the needs of industry requiring large-volume water supplies. At this point below the Allatoona Dam, the Etowah River has a regulated minimum daily flow of 134 million gallons.*

* Thomson, M. T., and others, The Availability and Use of Water in Georgia. Georgia Department of Mines, Mining, and Geology Bulletin 65 (1956), p. 125.

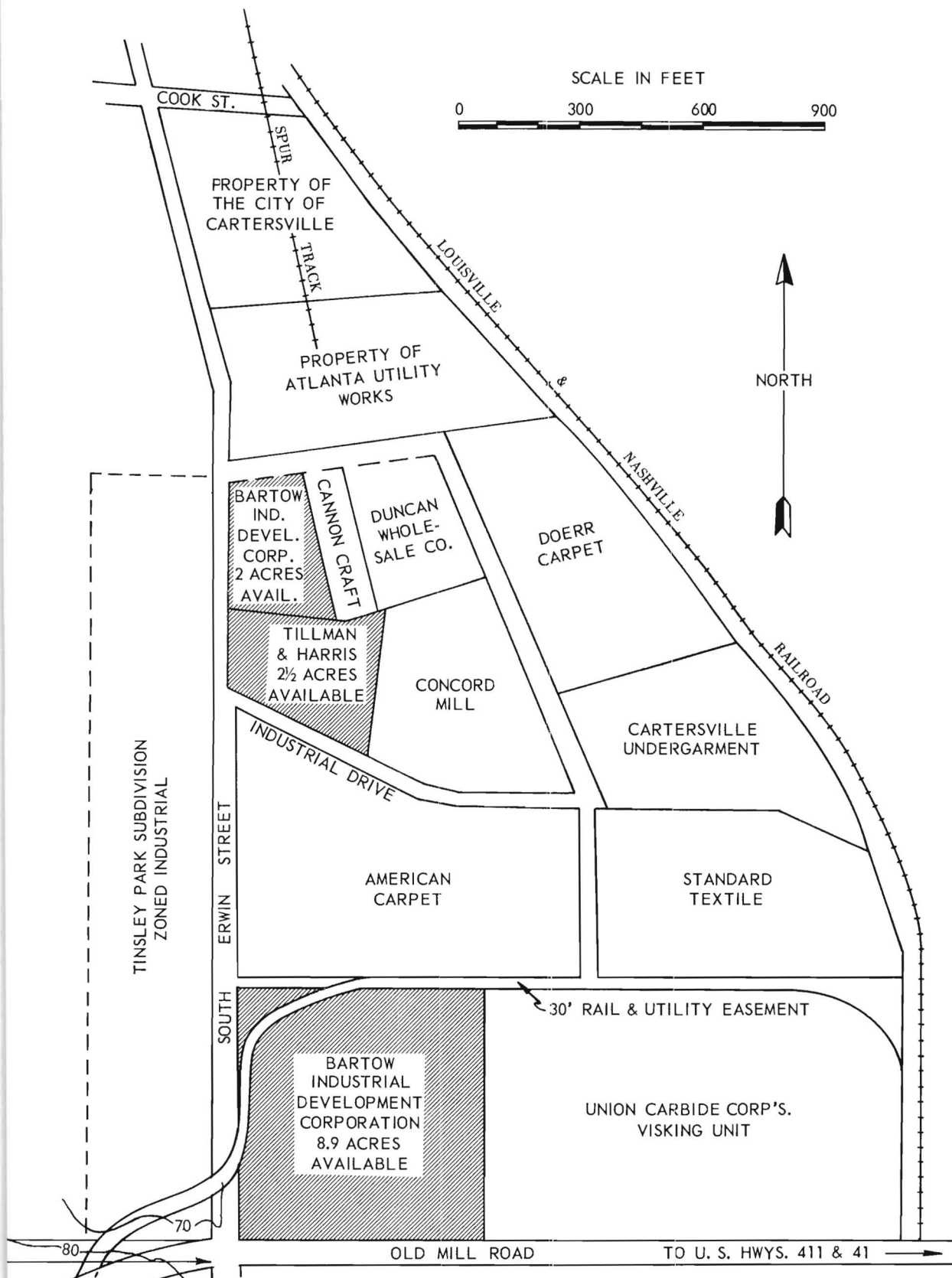


Figure 2. Industrial district of the Bartow Industrial Development Corporation at Cartersville, Ga.

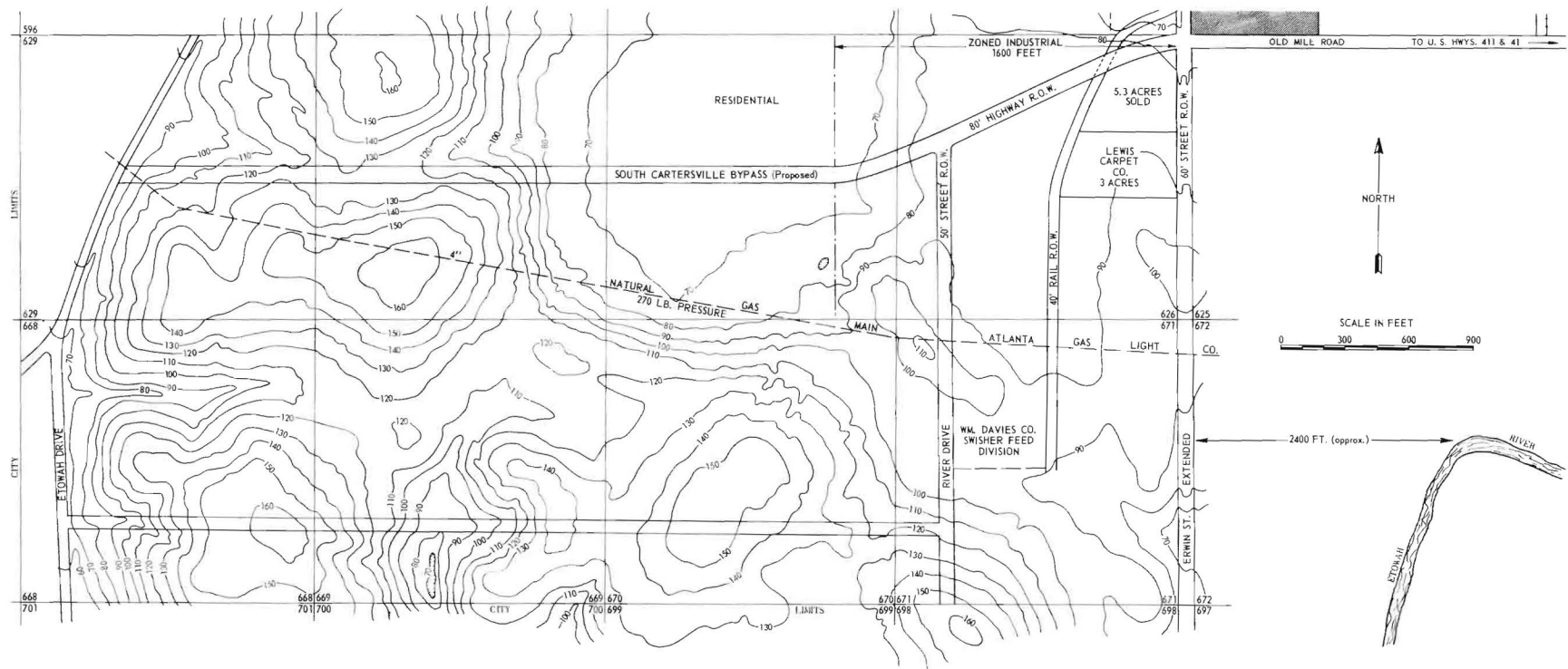


Figure 3. Industrial district of the Conyers Development Corporation at Cartersville, Ga.

City of Cartersville - Bennett Tract (2) - The city-owned part of these properties, in the summer of 1961, was being used for garbage land-fill and presented a rather rough surface. Fairly extensive grading would be necessary to obtain a building site of 25 acres. A low ridge, some 15 to 20 feet high, separates this property from the Bennett tract which is much more level but is well wooded. A branch of Petitt Creek drains the properties.

There is an 8-inch water main along the south side of the city property, and a 6-inch high-pressure gas main is within 1,000 feet of that boundary. A power substation is just south of the L & N Railroad tracks which parallel the south boundary; a rail siding and an industrial power line are near the southeast corner of this city tract (see figure 4).

The L & N Railroad yards are directly east of but separated from these properties by a low ridge. Within this part of the city are several other industries, so that location here of similar medium to heavy industry should not be objectionable.

Bob Knight Farm (3) - Situated 1 1/2 miles north of Cartersville on U. S. Highway 41, this 330-acre farm is split by that 4-lane highway and fronts along it for about 3,000 feet (see figure 5). This is a non-rail site and because the long highway frontage affords excellent exposure to the traveling public, it has a definite prestige value. North of the highway, the farm extends in that direction to the adjoining property of the Cartersville Country Club. The land here is open pasture, with a maximum elevation difference of 30 feet; nearest the highway, where the land is in long rolling slopes, elevation differences are only 15 to 20 feet.

South of the highway are about 175 acres of this farm. Some houses, barns and other structures are located in the northwest quadrant of this part of the farm which is fairly level. Eastward toward Petitt Creek, which forms

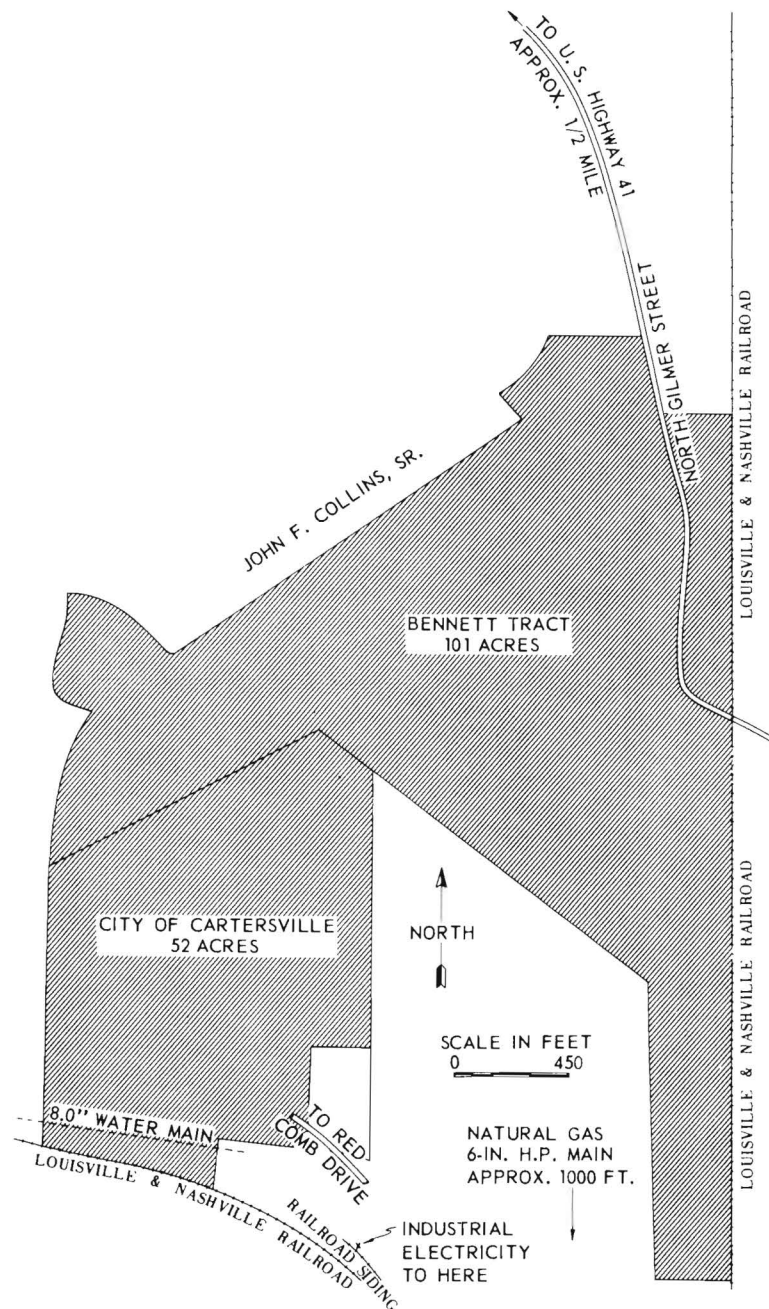


Figure 4. Property sketch of Bennett and city-owned tracts at Cartersville, Ga.

the boundary in that direction, the land breaks into low ridges and one prominent hill rises to a height of some 75 feet in this northeast quadrant. The southern half of this part of the farm is deeply rolling, showing a gradual rise in elevation of about 40 feet from the west to the east side.

No rock outcrops were noted on either part of the farm, and the soil appears quite deep, so grading would be no special problem.

A 6-inch looped water line and a 3-inch looped gas line from the Cartersville system extend to the south boundary of this property.

Mrs. Rogers Property (4) - About one-third of a mile east of the Knight farm, where U. S. 41 crosses the L & N Railroad by overpass, there is a very attractive potential industrial site that extends north between the railroad and U. S. Highway 411. This site area is part of several hundred acres reportedly owned here by a Mrs. Rogers.

Averaging about one-quarter of a mile wide and at least 2,000 feet in length, the land of this site area slopes generally northward from the overpass with only 10- to 15-foot elevation difference. A railroad lead track can enter the tract at grade at almost any point. The new Federal Interstate Highway 75 is planned to pass near the north side of this property.

Six-inch water and 4-inch gas lines, both looped, serve this area from the Cartersville system. No sewerage is available.

Although the above tract reportedly was not available when inspected in 1961, it is one of the more attractive situations seen in the Cartersville area, especially for a railroad-using industry that needs good highway transportation and seeks the advantages of a prestige location.

Etowah River Area (5) - In addition to the industrial site possibilities on Etowah River afforded by the Conyers Development Corporation (see no. 1 above), the area north and west of Etowah Mounds (between Etowah Drive and

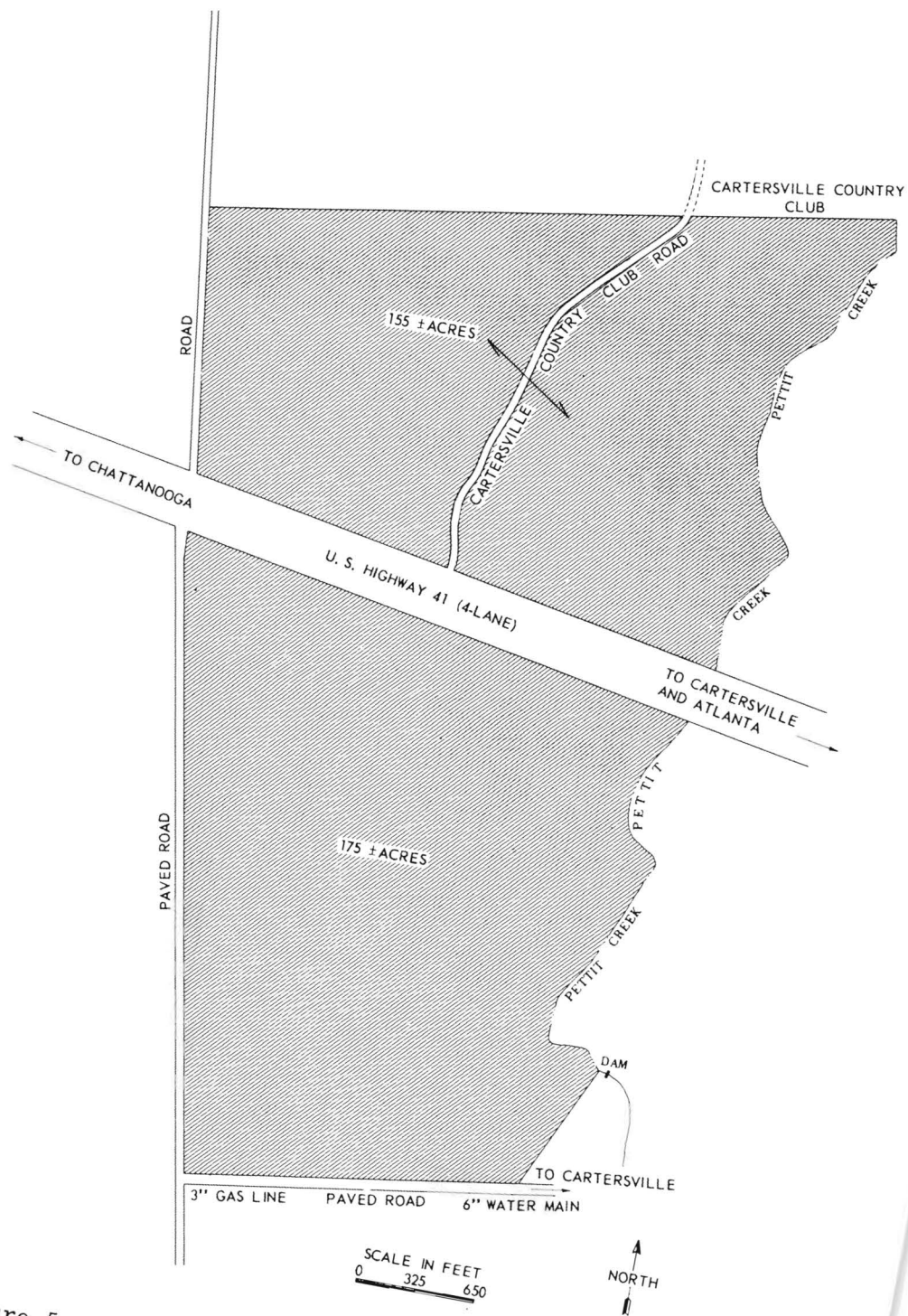


Figure 5. Property sketch of the Bob Knight farm near Cartersville, Ga.

the first paved county road to the west) offers similar opportunity for river-based industry. Over an east-west distance of about 3,000 feet, the land gradually rises northward from Etowah River for some 3,000 feet to higher ground that reaches a maximum elevation of 70 to 80 feet above the river bank. With the exception of the river flood-plain, the land surface is mainly gently undulating and no plant site developed here would have more than 15 feet to cut and fill. The soil is deep, although sand-gravel exposures were noted in some road cuts. It is believed that the L & N Railroad lead track that now serves the Thompson-Weinman plant east upstream, near the city waterworks (see plate 1), could be brought into this area by following the river bottoms. As this is downstream from the Allatoona Dam, these river bottoms are reported to no longer be subject to flood.

Henderson and Keown Tracts (6) - In the vicinity of Ladds, 1 1/2 miles southwest of Cartersville, the crossing of Etowah River by the Seaboard Air Line Railroad again affords opportunity for development of heavy industry requiring water in large volume. Excellent site possibilities exist in these two tracts. The Keown property of 130 acres, between the river and railroad, is crossed by State Highway 113, while the 97-acre Henderson tract is bounded by that highway, the railroad, the river and the paved county road to Rome (see figure 6 and plate 2). The Keown tract is exceptionally level and probably does not exceed 10-foot difference in elevation over most of the area. The Henderson tract also is very level but does show a northward slope of about 30 feet between the river and the Rome Road. The lower areas, common to both tracts along State Highway 113, are reported to no longer flood due to control of the river flow by Allatoona Dam.

It has been proposed to extend an 8-inch city water main along State Highway 113 from the Cartersville city limits 1 1/2 miles distant. A 4-inch

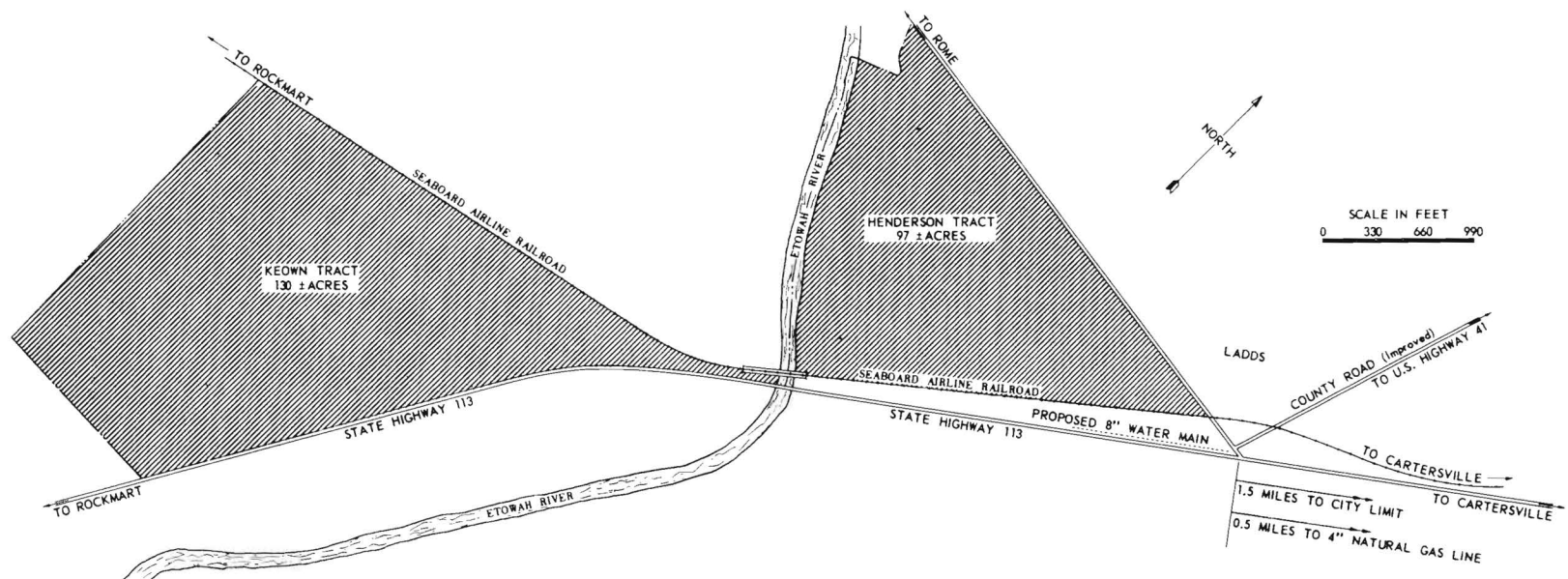


Figure 6. Property sketch of Keown and Henderson tracts at Ladds, near Cartersville, Ga.

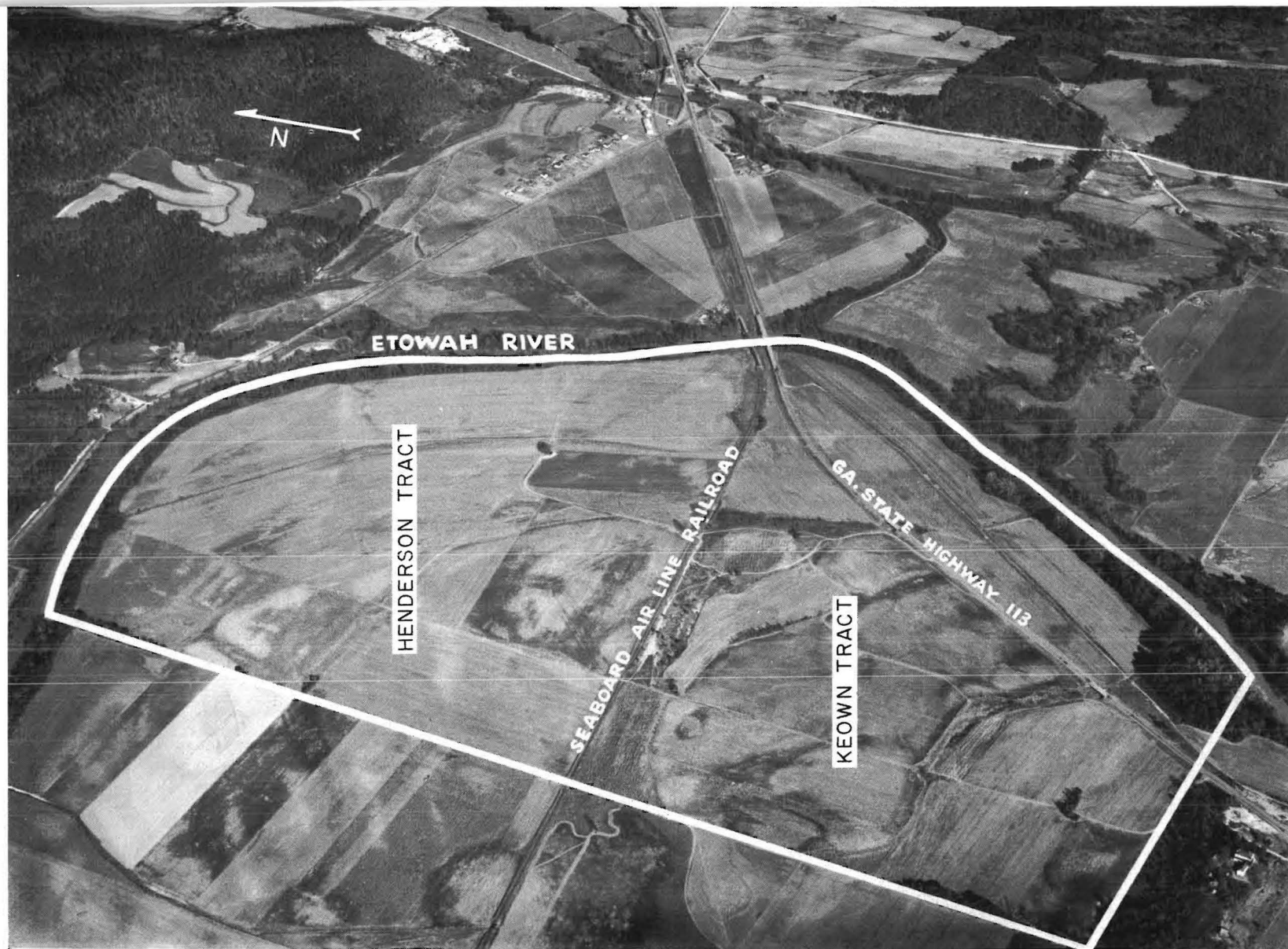
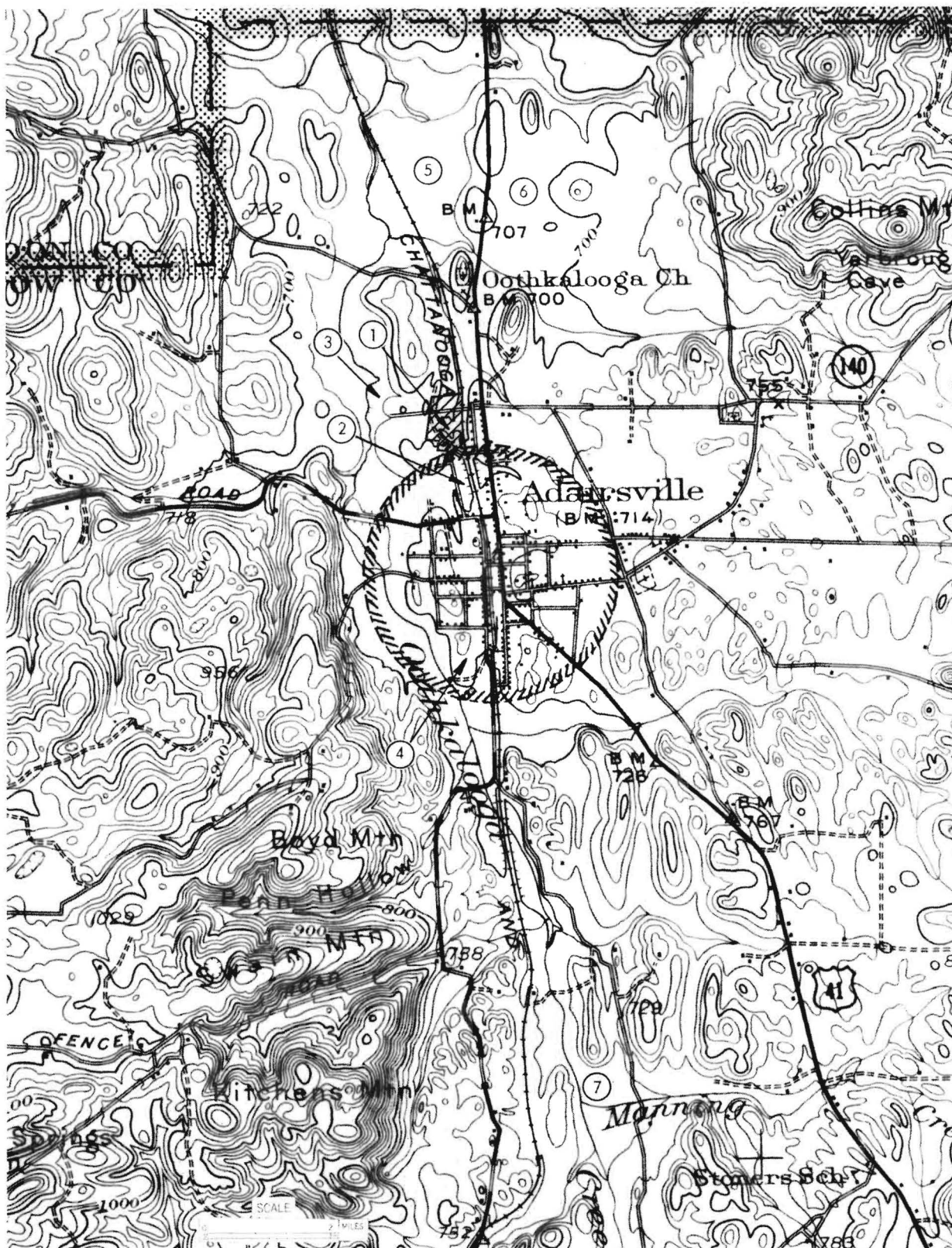


Plate 2. The Keown and Henderson tracts at Ladds, near Cartersville, Ga.

natural gas line is available within one-half mile east toward the city.

Burnt Hickory Road Area (7) - In the Ladds area, from the junction of the Rome Road and State Highway 113, the improved Burnt Hickory county road goes north to Mission Road (see figure 1) through several hundred acres of relatively flat land (approximately 300 acres west of the road and 200 acres east to State 113). Near the south end of Burnt Hickory Road is the old Ladds lime plant which was served by a lead track that could be extended into these flat acres. The Seaboard Railroad also parallels State 113 and lead tracks could come in from that eastern side of the area.



(From U. S. Geol. Survey
Adairsville quadrangle)
Figure 8. Topographic index map to site areas at Adairsville, Ga.

ADAIRSVILLE

Brickyard Tract (1) - This 33-acre tract, north of West George Street, fronts along the L & N Railroad for over 2,000 feet and is crossed east-west near its middle by the new State Road 140 to Rome. A brick plant once operated here.

Along the George Street side of the tract is a 4-acre area that has been graded and another 5 or 6 acres here are sufficiently level to permit economic grading for a plant site. However, much of the remainder of the tract along the railroad south from the new State Road fill is occupied by a pond - apparently part of an old clay-mining pit (see figure 9).

North of the road fill there is a lesser area of ponding along the railroad, and from here westward are some 10 to 15 acres that slope strongly toward the railroad. A railroad lead could enter this part of the tract by a short shallow fill, but the highway fill and curve of the railroad near the north boundary serve to complicate the problem of track take-off. Considerable grading will be required to keep the lead track grade within permissible limits.

The western part of the tract drains to the bottoms of Oothkalooga Creek along which is the city sewage disposal plant. An 8-inch sewer crosses the Veatch property (see no. 2 below) on the south side of West George Street. The nearest water tap is a 6-inch main at the corner of North Main and North George Streets, but a 6-inch main is planned for extension up the latter street. A 2 3/8-inch gas main was planned for installation on the east side of the railroad north as far as State Road 140.

G. W. Veatch Tract (2) - This 5-acre tract is quite flat and served by an 8-inch sewer that diagonally crosses the north end; a 6-inch water main can be tapped at the corner of West George and North Main Streets (see figure

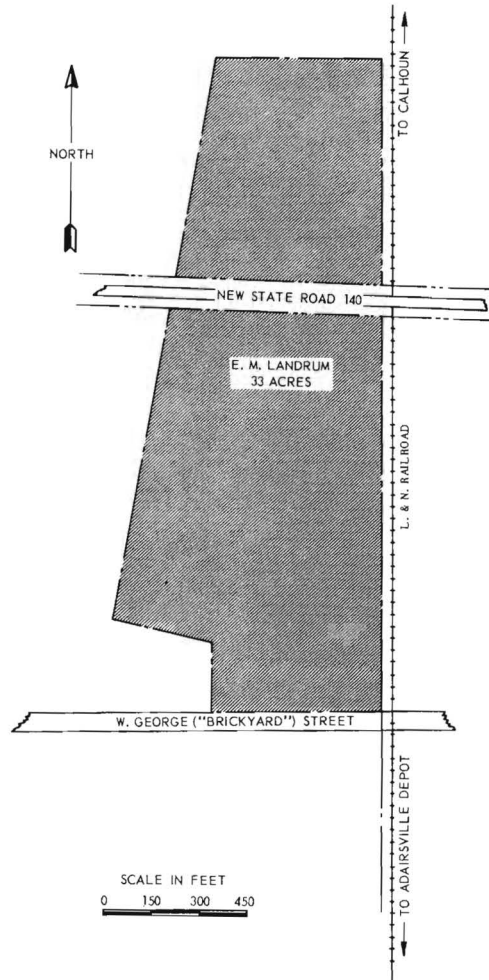


Figure 9. "Old Brickyard" site
owned by E. M. Landrum
at Adairsville, Ga.

COOSA VALLEY

Industrial Site Data

name of Property Old Brickyard Tract County Bartow
Owner E. M. Landrum City or Town Adairsville Ga.
Location at north city limits on west side of L & N Railroad
holder of Option _____
Option Terms _____
purchase agreement signed: Yes ☒ No _____ for tract
acres in tract 33 Offering price -- \$ 7,500 /~~acre~~
outside Corporate Limits: Yes _____ No ☒ Zoning Classification None
R. Service: Name of R. R. L & N Main Line: ☒ Branch Line: _____
Tract within switching limits: Yes ☒ No _____ Rail spur installed: Yes _____ No ☒
highway:
Distance to: major highway crosses tract Highway designation new State Rd. 140
access street _____ Street name _____
Width of right-of-way of highway or access street: 100 feet Paved? Yes ☒ No _____
Near a
Major Stream? Yes ☒ No _____ If so, name: Oothkalooga Creek
Distance/direction 1/10 mile west
utilities:
Water: On site? Yes _____ No ☒
Distance/direction to nearest connection 50 feet to main
Size of main 6 in. ^{can be} Looped: ☒ Dead-end: _____ Pressure: 60 lbs.
Electricity: Substation: capacity: 2500 kva peak load 1746 kva
Distance/direction from tract 1/4-mile southwest
Supplier: Georgia Power Co.
Gas:
(Natural) On site? Yes _____ No ☒
Distance/direction to nearest connection gas system to be
installed in 1962
Size of main _____ in. Pressure _____ lbs.
Supplier: Southern Natural Gas Co. (through city system)
Sewer: On site? Yes _____ No ☒ Size: 8 in. City disposal plant? Yes ☒ No _____
Distance/direction to nearest sewer 250 feet
present use of property: pasture, cropland Improvements on it? two dwellings

COOSA VALLEY
Industrial Site Data

Name of Property G. W. Veatch County Bartow
Owner Same City or Town Adairsville Ga.
Location on North George St., 1/4 mile from center of city

Holder of Option _____
Option Terms _____

Owner agreement signed: Yes x No _____

Acres in tract 5 Offering price -- \$ 1000 /acre

Inside Corporate Limits: Yes x No _____ Zoning Classification None

R. R. Service: Name of R. R. L & N Main Line: x Branch Line: _____

Tract within switching limits: Yes x No _____ Rail spur installed: Yes _____ No x

Highway:

Distance to: major highway 1/4-mile east Highway designation U.S. 41
access street at site Street name N. George

Width of right-of-way of highway or access street: 30 feet Paved? Yes x No _____

Near a

Major Stream? Yes x No _____ If so, name: Oothkalooga Creek

Distance/direction 1/2-mile west

Utilities:

Water: On site? Yes x No _____

Distance/direction to nearest connection _____

Size of main 6 in. Looped: _____ Dead-end: x Pressure: 60 lbs

Electricity: Substation: capacity: 2514 kva peak load 1746 kv

Distance/direction from tract _____

Supplier: Georgia Power Co.

Gas:

(Natural) On site? Yes _____ No x

Distance/direction to nearest connection _____ Gas system to be installed in
1962

Size of main _____ in. Pressure _____ lb

Supplier: Southern Natural Gas Co. (through city system)

Sewer: On site? Yes x No _____ Size: _____ in. City disposal plant? Yes x No _____

Distance/direction to nearest sewer _____

Present use of property: vacant Improvements on it? none

8). The L. & N. Railroad along the west side is on a 7-foot fill so that spur access into the tract will be difficult, if not impossible.

Mrs. Stewart Tract (3) - Adjoining the Brickyard tract to the west and extending in that direction to Oothkalooga Creek and south to the old Rome Road (see figures 7 and 8) is the property of a Mrs. Stewart. The 15 acres or so of this tract above the creek bottoms is open land that does not exceed 20-foot elevation difference. The city sewage disposal plant is nearby on this creek.

Just west of Oothkalooga Creek, on the north side of the old Rome Road, is the large spring that supplies the Adairsville water system. The reported flow of this spring is one million gallons per day.

Tankersley Tract (4) - Near the south city limits, on the west side of Railroad Avenue and bounded by Wilson Street on the north is the L. H. Tankersley tract of 15 acres or more that lie within the 700-foot contour. A small hill, rising some 20 feet, is in the northwest part of the property. There is a residence on the property.

The L. & N. Railroad is east of Railroad Avenue, on about a 3-foot fill, and to cross this street with a lead track may prove difficult.

A 6-inch water main and city sewer on Railroad Avenue presently extend nearly to Wilson Avenue, so that only about 500-foot extensions of these utilities would be required to serve this tract. The city reportedly will install these, as well as any sewage lift stations that may be necessary. A 2 3/8-inch gas line was projected on Railroad Avenue to serve this tract.

Chamblee Tract (5) - About one-half mile north of the Adairsville city limits, on the B. I. Chamblee farm, west of the old U. S. Highway 41 pavement is a site area of at least 60 acres that lies between the 660- and 680-foot contours north of the Chamblee homestead. The L & N Railroad forms the

west boundary of this site area, and small east-west branches draining to Oothkalooga Creek bound the north and south sides. The land slopes gradually west to the railroad, and lead track access at grade appears possible along most of this railroad frontage. A small part of the northeast corner of this site area probably floods.

A 6-inch water main would have to be extended from the city limits to serve this area. A lift station and necessary pipe would have to be installed to carry sewage from this tract to a 10-inch sewer within the city limits.

Bowden and Veatch Tracts (6) - East across U. S. Highway 41 from the above Chamblee tract are 100 acres or so, fronting along the highway, that are owned by Mrs. Max Bowden; east of this property to a county road is the land of Mrs. J. M. Veatch. Over this area of several hundred acres, the land rises gradually eastward no more than 40 feet to the county road, and only three or four small knolls break the general slope. The new Federal Interstate Highway 75 is planned for location just east of the county road. Immediately south of these properties is the new State 140 highway route that will tie into Federal 75.

These properties are attractive potential non-rail sites, especially when Federal Route 75 is completed. However, the problem of utilities services will have to be met.

Manning Creek Area (7) - South of Adairsville, in the general area of the junction of Manning Creek with Oothkalooga Creek, there is a broad flat between the L. & N. Railroad and the county road to the east (see figure 8). The land here does not generally exceed 20-foot elevation difference, except for a small north-south trending ridge about 30 feet high. A similarly flat area lies west of the railroad over to the "Hall" county road. Sizable outcrops of limestone (probably of the Conasauga formation) were

noted along the county road north of the first-mentioned area. Local reports are that some 900 acres of these lands were leased within the past two or three years and were drill-prospected, apparently in connection with one of the cement plant projects recently announced for location elsewhere in the State.

WHITE

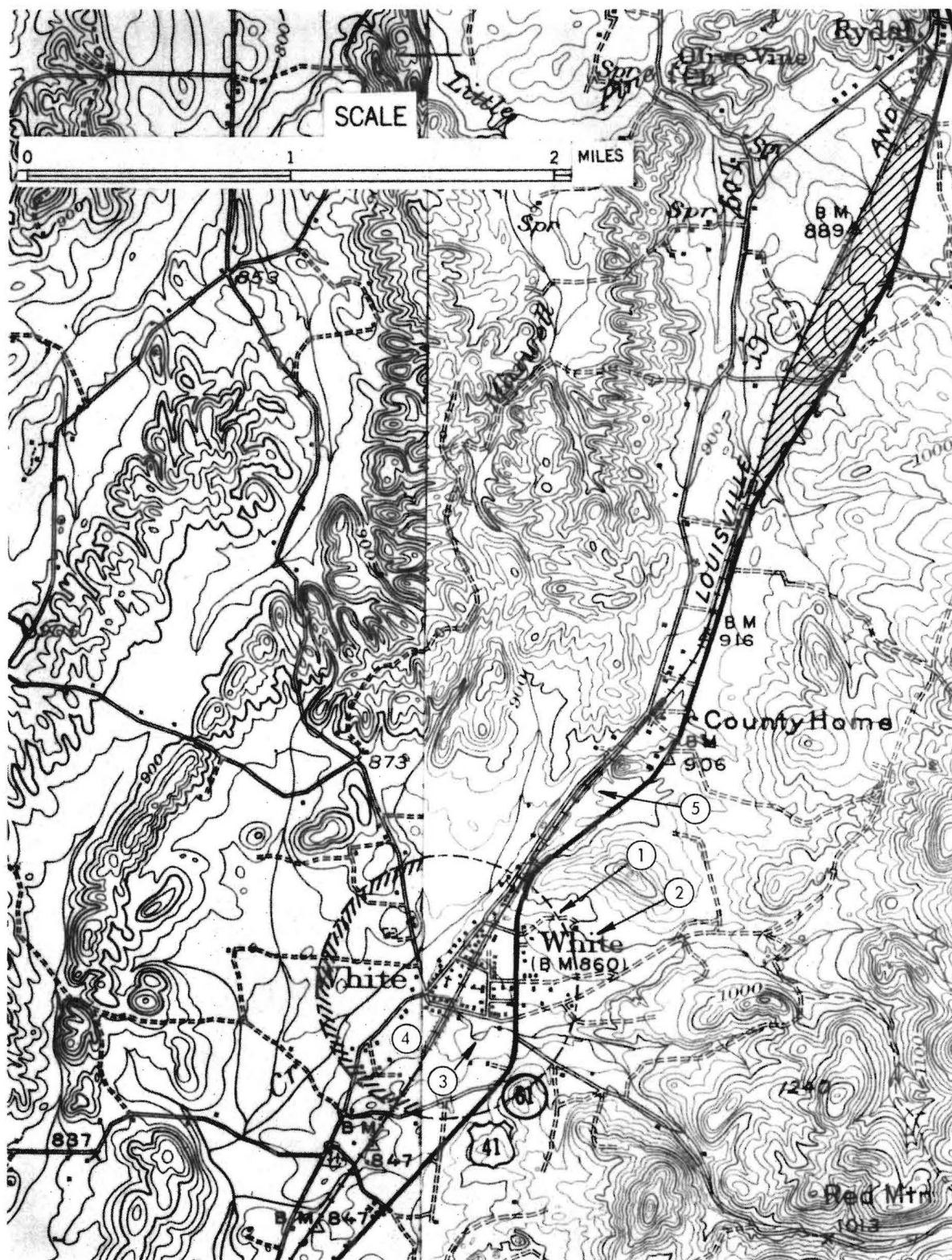
J. W. Knight Property (1) - The J. W. Knight property is east across U. S. Highway 411 from the Kingston Mills on the north edge of town (see figure 10). In the rear of the residential plot (which would be excluded in any offer of the property), there are 12 to 14 acres of relatively flat open land on which are a few scattered trees. Access from U. S. 411 is by a 50-foot right-of-way along the south side of the residential plot which fronts on that highway.

A 6-inch water main to Kingston Mills also could serve this tract. There is no sewerage in White.

A natural gas system, supplied from Cartersville, was placed in operation in November, 1961, but at the time of this site inspection, information on the nearest supply main was not available.

H. H. Bell Tract (2) - East and south of the above Knight property is an adjoining 20 acres of similarly level open land owned by H. H. Bell, local restaurant owner. This tract slopes perceptibly south-southwest. An additional 8 acres of wooded land to the west of the above are also owned by Mr. Bell. Access from U. S. Highway 411 is eastward for about one-quarter mile over partially paved Rocky Street.

Hughes and Alexander Tracts - South of the last street in White along U. S. Highway 411 is 30 to 40 acres of fairly smooth, rolling land owned by L. Guy Hughes. Between this land to the west and south over to the L. & N.



(From U. S. Geol. Survey Waleska
and Adairsville quadrangles)
Figure 10. Topographic index map to site areas at White and Rydal, Ga.

Railroad is the definitely hilly land owned by Joseph Alexander; on the north, along the railroad, this latter land drops sharply 15 to 20 feet to a small creek.

The east-west dirt road which forms the south boundary of these properties crosses the railroad on a viaduct, since the rails are in a deep cut. From this point northward, there appears to be only one place where a railroad lead track might be taken into the Alexander land, but it is so hilly that considerable cut and fill would be necessary to maintain a permissible grade. It is our opinion that only a sizable project could justify the cost of developing these lands for a rail-using industry.

The city water tank is on a hill just east across U. S. 411 from the Hughes land, and a 6-inch supply main is along U. S. 411 north into town.

T. A. Bennett Tract (4) - West across the L & N Railroad from the foregoing Hughes and Alexander properties is a 50-acre farm, owned by Mr. T. A. Bennett, that fronts on the old Tennessee Road (paved). Adjacent to and spreading west to southwest from the railroad are some 15 acres of rolling cotton land that would be suitable as a rail site. This site area rises only 10 to 15 feet in its most southerly extensions, excepting a small knoll along the railroad in the southeastern part. A railroad lead track formerly came into the northeast corner of this cotton field area to serve a planing mill that operated there.

A 6-inch water main along the street past the depot (old Adairsville Road) crosses the railroad about one-quarter mile to the north of this site.

A. R. Yancey Tract (5) - Immediately north of the White city limits, between U. S. Highway 411 and the L & N Railroad, is the A. R. Yancey land.

Averaging about 750 feet in width, this tract is open farm land that rises gradually northward and terminates in a rounded high hill. The railroad is on a fill along most of the west side but, at the north end, a lead track could come into this property by means of a fill 200 to 300 feet long and a maximum depth of 10 feet, necessary to bridge a shallow ravine along the tracks.

West across the railroad and the paralleling old Tennessee Road is an abandoned quarry of 5 acres or so that is filled with water to a reported depth of 180 feet. The quarry, owned by Bob Shinall and under lease to the Stockbridge Stone Division of Vulcan Materials Company, Birmingham, Alabama, might be used as a water source for industry locating on the Yancey tract. However, a 6-inch water line extends to the Kingston Mills just south of the city limits and a 2-inch line extends to about the city limits.

RYDAL

This is a station of the L & N Railroad about 3 1/2 miles north of White (see figure 10). For about 2 miles south of here, between U. S. Highway 411 and the railroad, there is an area of open land ranging up to 1,200 feet in width that is relatively flat on the north end but gradually rises into low spurs with elevations of 20 feet or more at the south. Little Pine Creek is a minor drainage line near the middle of the area. Sinkholes mapped at the north end are indicative of underlying limestone solution in that part of the area. Rail spurs could be taken off at grade at numerous points.

FLEXATILE

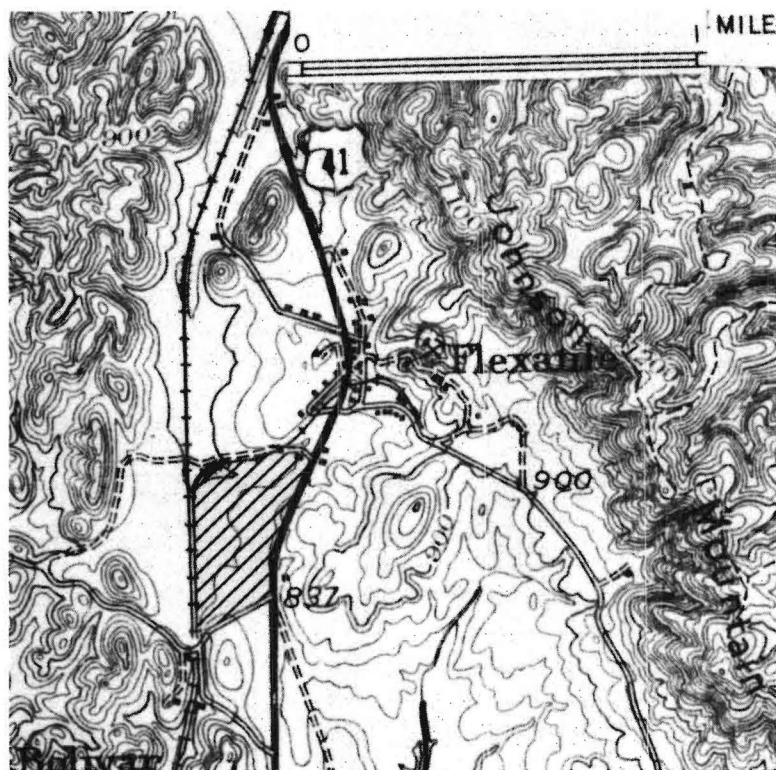
Flexatile, in northeast Bartow County about midway between Rydal and Fairmount (Gordon County) along U. S. Highway 411, is the location of a slate roofing-granule mill of the Ruberoid Corporation.

The area west of U. S. 411, bounded by the rail spur of Ruberoid on the north, the L & N Railroad on the west, and a dirt road at the south (see figure 11), is largely open, except for trees along fence lines, and has a slope of some 20 to 30 feet northwest away from the highway.

A rail lead can come off the L & N main line near the take-off of the present Ruberoid spur, or the latter might serve as the lead into the property. The open land north of the Ruberoid spur also is adaptable to a plant site, especially along a 1,000-foot wide strip adjacent to the main line.

All of the area considered here is underlain by shale (probably Conasauga) with some limestone lenses, as seen along the Ruberoid rail spur. The topographic map (see figure 11) shows a small sinkhole in the curve of this spur where it joins the main line.

There are no public utilities here and, as a consequence, this area has limited industrial potential. A large spring supplies the Ruberoid mill.



(From U. S. Geol. Survey
Waleska quadrangle)
Figure 11. Topographic map of site area
at Flexatile, Ga.

CATOOSA COUNTY

The economic development of this county is strongly influenced by the nearby Chattanooga metropolitan area. At Ringgold, when the Federal Interstate Highway 75 is completed, this new superhighway will only serve to intensify that city's orientation toward Chattanooga. Fort Oglethorpe already is essentially a suburb of Chattanooga, and recent improvement of U. S. Highway 27 through the city will facilitate access to that Tennessee metropolitan center. Hence, these and other communities of the county should recognize their opportunity to attract those industries wanting to be near yet outside the immediate Chattanooga area.

Ringgold, only a few minutes run south of Chattanooga on major highway and railroad routes between that city and Atlanta, has a strategic position for serving the industrial overflow of Chattanooga. However, the hilly to mountainous terrain of the area tends to limit potential site acreage. In places, solution of the underlying limestone of the area may cause foundation troubles; both the Joe Clark and Brock tracts (see Nos. 5 and 7 of figure 12) show evidences of such subsurface solution action, and test borings of these tracts are recommended. The industrial potential of the area is further handicapped by the lack of a natural gas supply and the present pollution of South Chickamauga Creek. This stream, despite the questionable dependability of its year-round flow, might well be a definite attraction to industry, especially in the Graysville area north of Ringgold (see figure 19), but at such site downstream from Ringgold the creek is likely to be too severely polluted by Ringgold's industrial and municipal wastes to permit usage of the water. Again, the most favorable water-rail sites observed in the Ringgold area - the Rollins and Edgman and Bandy tracts - on South Chickamauga Creek are upstream from the city's water plant intake, and this will

necessitate special caution in respect to any disposal of industrial wastes from these sites. Further, local information indicates that the minimum flow of the creek, in the recent past, has been so small that temporary damming was required to maintain sufficient water for the city system. As an approach to a better appraisal of Ringgold's future industrial potential, we suggest a comprehensive review of the stream-flow history of South Chickamauga Creek to determine its dependability and minimum flow and to investigate the sources and degree of pollution of that stream.

It seems probable that Ringgold's best area for future industrial development is in the broad Rabbit Valley that extends north of the city to the Tennessee line. Here are several hundreds of acres of topographically suitable land that, if water, natural gas and sewerage can be economically brought to them, might be developed into very good industrial sites, served by the Louisville & Nashville Railroad and a major state highway route. The Brock farm, at the south end of this area, is on South Chickamauga Creek and offers definite industrial potential, provided there is no further residential encroachment on that property.

Fort Oglethorpe, like so much of the county area along the Tennessee-Georgia border, has become quite extensively developed by residential subdivisions, often at the expense of potential industrial site areas. Fort Oglethorpe is especially handicapped by the combination of a relatively rugged terrain, extensive residential growth, and confinement by adjoining Federally owned land of the Chickamauga National Park. No really satisfactory industrial lands were found in or near the city. The best site area seen in that part of the county is at Chickamauga (see figure 20).

RINGGOLD

R. F. Rollins Farm (1) - This 80-acre farm of R. F. Rollins, located about 1 1/2 miles east of Ringgold on the south side of U. S. Highway 41, is one of the few good railroad sites seen in the Ringgold area (see figure 13 and plate 3). The farm is mainly a low, broad knoll that slopes gently to South Chickamauga Creek bottoms along the south side of the property. The land is open pasture or cropland.

The mainline of the Louisville & Nashville Railroad approximately bisects the farm, and the creek bottoms to the south of it are probably subject to flood. Consequently, the best site area would be between the railroad and U. S. 41. A lead track could enter this part of the farm from the southeast, taking off the main line shortly after it crosses South Chickamauga Creek. This would permit an easy 2.5 per cent grade to the highest point near U. S. 41.

A 6-inch water line from the Dalton system is available along U. S. 41.

The Federal Interstate Highway 75 is now under construction on the south side of South Chickamauga Creek and, when completed, this will add materially to the prestige value of the Rollins farm, since it will be visible from this new highway.



(Surveyed by E. E. Espy, Sr.)
 Figure 13. Topographic sketch of R. F. Rollins farm near Ringgold, Ga.



Plate 3. The R. F. Rollins farm about $1\frac{1}{2}$ miles east of Ringgold, Ga.

COOSA VALLEY
Industrial Site Data

Name of Property R. F. Rollins County Catoosa
Owner same City or Town Ringgold Ga.
Location approx. 1-1/2 mile east-southeast of city center on south side of U.S.

Holder of Option _____
Option Terms _____

Owner agreement signed: Yes x No _____
Acres in tract 80 Offering price -- \$ /acre ^{Fair evaluation}

Inside Corporate Limits: Yes _____ No x Zoning Classification None

R. R. Service: Name of R. R. L & N Main Line: x Branch Line: _____

Tract within switching limits: Yes x No _____ Rail spur installed: Yes _____ No x

Highway:

Distance to: major highway at site Highway designation U. S. 41
access street _____ Street name _____

Width of right-of-way of highway or access street: _____ feet Paved? Yes x No _____

Near a
Major Stream? Yes x No _____ If so, name: South Chickamauga and Tiger creeks

Distance/direction border south side of property

Utilities:

Water: On site? Yes x No _____

Distance/direction to nearest connection _____

Size of main 6 in. Looped: _____ Dead-end: x Pressure: 80 lbs

Electricity: Substation: capacity: 3000 kva peak load _____ kv

Distance/direction from tract transmission line across property

Supplier: Georgia Power Co. and N. Georgia Elec. Membership Corp.

Gas:

(Natural) On site? Yes _____ No x

Distance/direction to nearest connection not available

Size of main _____ in. Pressure _____ lbs

Supplier: _____

Sewer: On site? Yes _____ No _____ Size: _____ in. City disposal plant? Yes x No _____

Distance/direction to nearest sewer 2 miles

Present use of property: farming Improvements on it? two residence
and farm buildings

W. M. Kittle, Sr., Property (8) - There are 116 acres in this property, owned by Mayor W. M. Kittle, Sr., in the western part of Ringgold and north of U. S. Highway 41 (see figure 14 and plate 4). The land on the west side, bordering South Chickamauga Creek, is a ridge that rises some 80 feet, but it slopes north to the creek and east to a broad flat. This eastern half of the tract is most usable, especially that part east of the 780-foot contour. It is open meadow land, although both east and south are residential areas. There is a pond in the north end of the flat, near the creek. No limestone outcrops were noted on the tract.

A proposed by-pass route of State Road 151 from Federal Interstate Highway 75 is planned to pass through the southeast corner of this property.

Two 6-inch water mains are available along the south boundary on Ridge Street and West Drive. A 6-inch sewer is on Ridge Street.

The Joe T. Clark tract (7) is immediately south of this Kittle property, across U. S. Highway 41.



(Surveyed by E. E. Espy, Sr.)
Figure 14. Topographic sketch of W. M. Kittle, Sr., property at Ringgold, Ga.



Plate 4. The W. M. Kittle, Sr., property at Ringgold, Ga.

COOSA VALLEY
Industrial Site Data

Name of Property W. M. Kittle, Sr. County Catoosa
Owner same City or Town Ringgold Ga.

Location At west city limits, north of U. S. 41, about 1 mile from city center

Holder of Option _____

Option Terms _____

Owner agreement signed: Yes x No _____ \$75,000 for

Acres in tract _____ Offering price -- \$ 800 /acre

Inside Corporate Limits: Yes x No _____ Zoning Classification none

R. R. Service: Name of R. R. not on railroad Main Line: _____ Branch Line: _____

Tract within switching limits: Yes _____ No _____ Rail spur installed: Yes _____ No _____

Highway:

Distance to: major highway 1/4-mile south Highway designation U. S. 41
access street fronts city street Street name _____

Width of right-of-way of highway or access street: 50 feet Paved? Yes x No _____

Near a

Major Stream? Yes x No _____ If so, name: South Chickamauga Creek

Distance/direction forms north and west boundaries

Utilities:

Water: On site? Yes x No _____

Distance/direction to nearest connection _____

Size of main 6 in. Looped: _____ Dead-end: x Pressure: 80 lbs

Electricity: Substation: capacity: 1000 kva peak load 500 kv

Distance/direction from tract 3 miles north

Supplier: Georgia Power Company

Gas:

(Natural) On site? Yes _____ No x

Distance/direction to nearest connection not available

Size of main _____ in. Pressure _____ lbs

Supplier: _____

Sewer: On site? Yes x No _____ Size: _____ in. City disposal plant? Yes x No _____

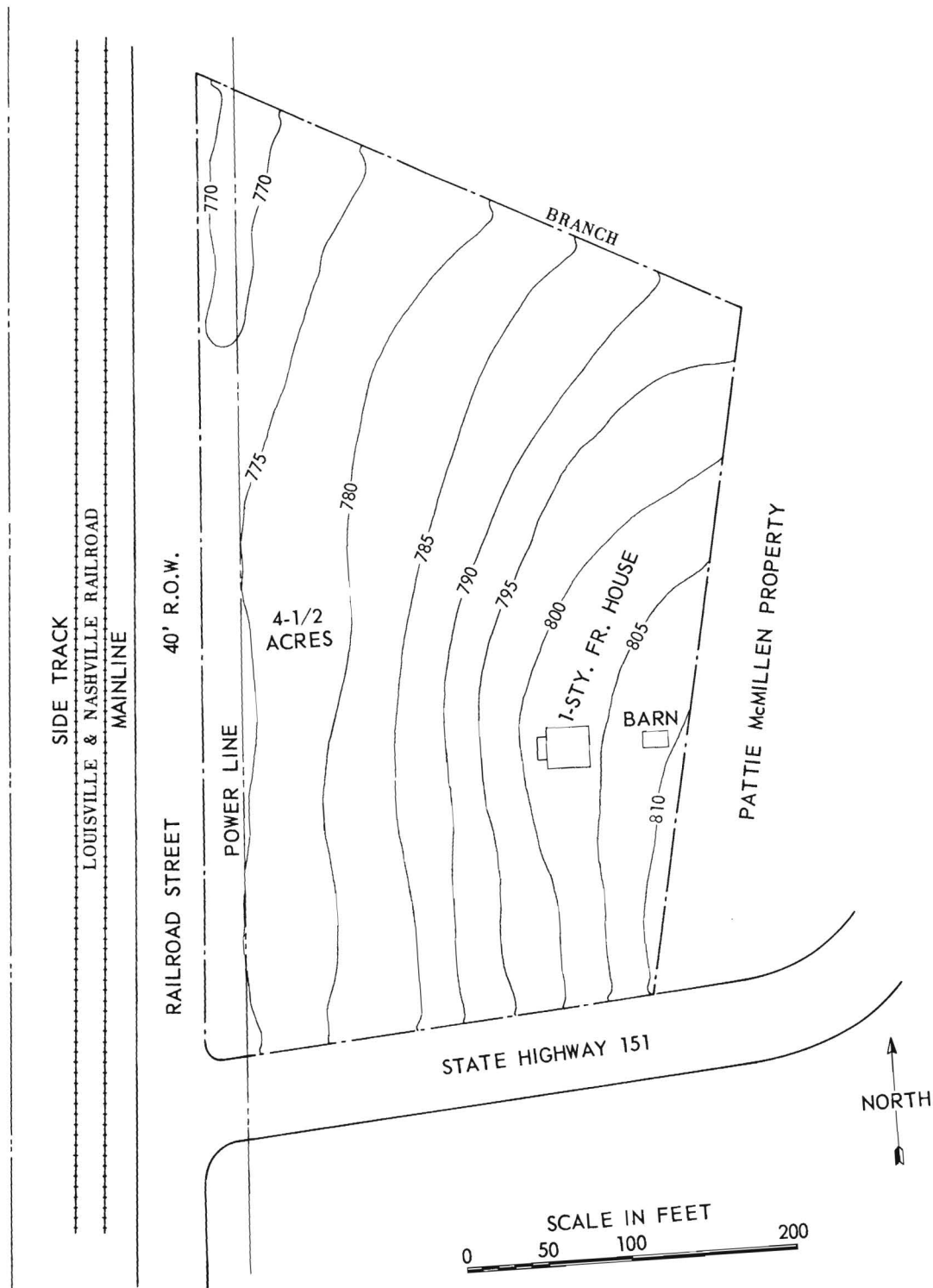
Distance/direction to nearest sewer at property line

Present use of property: grazing Improvements on it? two residence
and shop building

Business Men's "Patterson" Tract (3) - This 4 1/2-acre tract, identified locally as the "Patterson" tract, is in northeast Ringgold and is owned by a group of Ringgold businessmen for the purpose of promoting new industry in that city. The tract, north of a turn in the new route of State Highway 151, is open land that slopes northwest to a drainage line (see figure 15).

The Louisville & Nashville Railroad parallels Railroad Street on the west side, but to extend a lead tract into the northwest corner of the property will necessitate removal of an old house on the land between the railroad and street. Further, a deep ditch along the railroad would have to be bridged. And finally, since the difference in elevation between the top of the rail and the land around a 4-room dwelling in the southeast quadrant is some 37 feet, this gives a grade of 7.4 per cent which is prohibitive. Thus, any lead track would be limited to the lower, western half of the tract.

There is a 6-inch water line at the property and an 8-inch sewer within two blocks. This tract is underlain by limestone and has a shallow soil.



(Surveyed by E. E. Espy, Sr.)
 Figure 15. Topographic sketch of "Patterson" tract
 at Ringgold, Ga.

COOSA VALLEY

Industrial Site Data

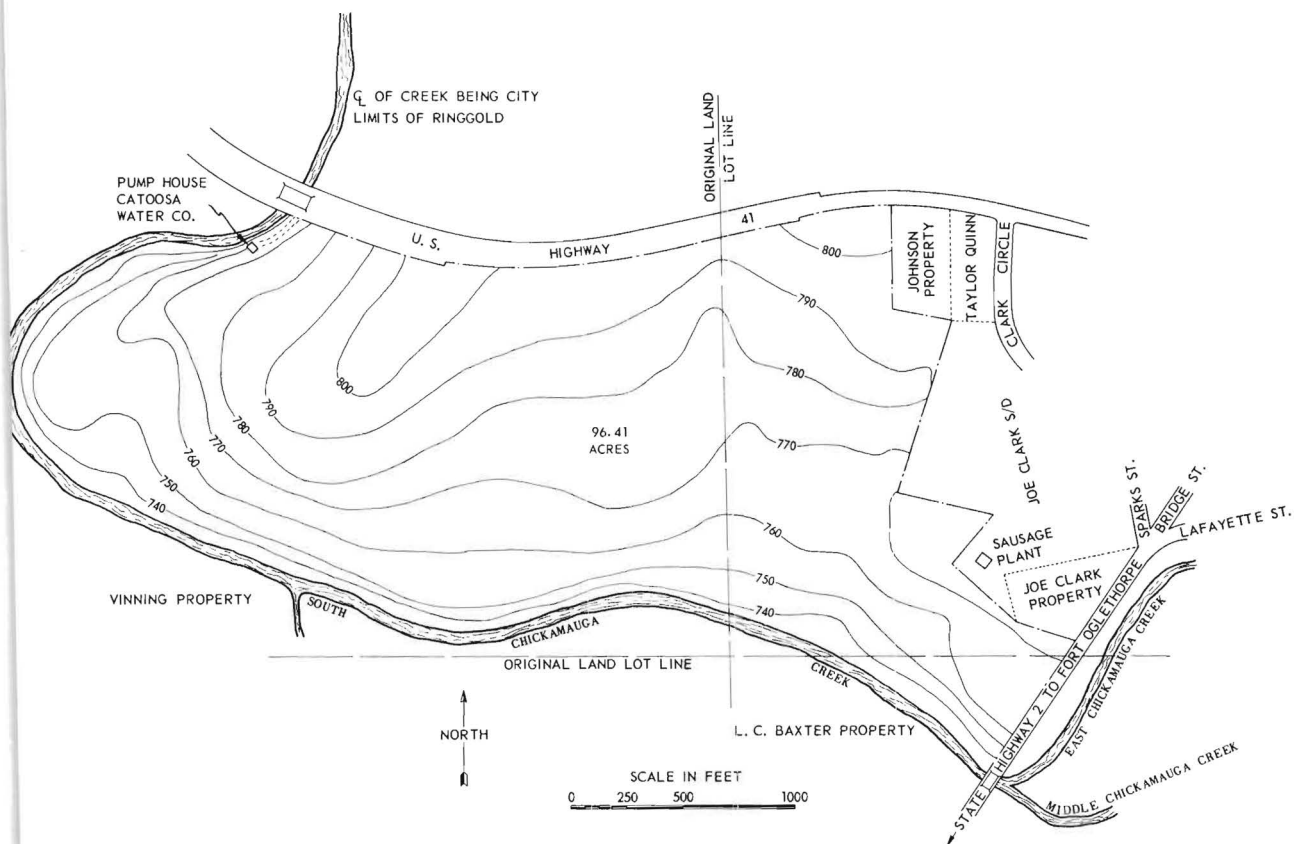
name of Property "Patterson" Tract County Catoosa
Owner Businessmen of Ringgold City or Town Ringgold Ga.
Location northeast part of town, on State Highway 151
holder of Option _____
Option Terms _____
seller agreement signed: Yes x No _____ fair
acres in tract 4½ Offering price -- \$ _____/acre evaluation
outside Corporate Limits: Yes x No _____ Zoning Classification none
R. Service: Name of R. R. L & N Main Line: x Branch Line: _____
Tract within switching limits: Yes x No _____ Rail spur installed: Yes _____ No x
highway:
Distance to: major highway along southside Highway designation State 151
access street along west side Street name Railroad
Width of right-of-way of highway or access street: 40 feet Paved? Yes _____ No x
Near a
Major Stream? Yes x No _____ If so, name: South Chickamauga Creek
Distance/direction _____
Utilities:
Water: On site? Yes x No _____
Distance/direction to nearest connection _____
Size of main 6 in. Looped: x Dead-end: _____ Pressure: 80 lbs.
Electricity: Substation: capacity: 3000 kva peak load _____ kva
Distance/direction from tract _____
Supplier: Georgia Power Co.
Gas:
(Natural) On site? Yes _____ No x
Distance/direction to nearest connection not available
Size of main _____ in. Pressure _____ lbs.
Supplier: _____
Sewer: On site? Yes _____ No x Size: 8 in. City disposal plant? Yes x No _____
Distance/direction to nearest sewer 2 blocks
present use of property: _____ none Improvements on it? 4-room dwelling

Joe T. Clark Tract (7) - With some 2,000-foot frontage along U. S.

Highway 41 in the western part of Ringgold, this 96-acre property owned by Joe T. Clark is a good non-rail prestige location (see figure 16). It is open meadow land, with scattered trees and clumps of young trees occupying only about 10 per cent of the area (see plate 5). The Kittle property (no. 8) is north across U. S. Highway 41.

Some of the lower land along the creek margin is subject to overflow. Limestone crops out at the east end of the bridge on U. S. 41 and along the creek bank. A small pond on the property possibly is a plugged sinkhole.

A city trunk sewer crosses this Clark tract. A 6-inch looped water line, with 80 lbs. pressure, is on the Post Road (State Road 2) at the southeast corner of the tract.



(Surveyed by E. E. Espy, Sr.)

Figure 16. Topographic sketch of Joe T. Clark tract at Ringgold, Ga.

COOSA VALLEY
Industrial Site Data

Name of Property Joe T. Clark County Catoosa
Owner same City or Town Ringgold Ga.
Location 1/4-mile from center of city on west side of State Highway 2

Holder of Option _____

Option Terms _____

Owner agreement signed: Yes x No _____ Fair
Acres in tract 96.41 Offering price -- \$ _____/acre evaluation

Inside Corporate Limits: Yes x No _____ Zoning Classification none

R. R. Service: Name of R. R. not on railroad Main Line: _____ Branch Line: _____

Tract within switching limits: Yes _____ No _____ Rail spur installed: Yes _____ No _____

Highway:

Distance to: major highway bordered by two Highway designation U.S. 41 - Sta
access street Street name _____

Width of right-of-way of highway or access street: 60 feet Paved? Yes x No _____

Near a

Major Stream? Yes x No _____ If so, name: South Chickamauga Creek

Distance/direction borders south and west sides

Utilities:

Water: On site? Yes x No _____

Distance/direction to nearest connection _____

Size of main 6 in. Looped: x Dead-end: _____ Pressure: 80 lbs

Electricity: Substation: capacity: 3000 kva peak load _____ kv

Distance/direction from tract _____

Supplier: Georgia Power Co.

Gas:

(Natural) On site? Yes _____ No x

Distance/direction to nearest connection not available

Size of main _____ in. Pressure _____ lbs

Supplier: _____

Sewer: On site? Yes x No _____ Size: 12 in. City disposal plant? Yes x No _____

Distance/direction to nearest sewer _____

Present use of property: farming Improvements on it? none

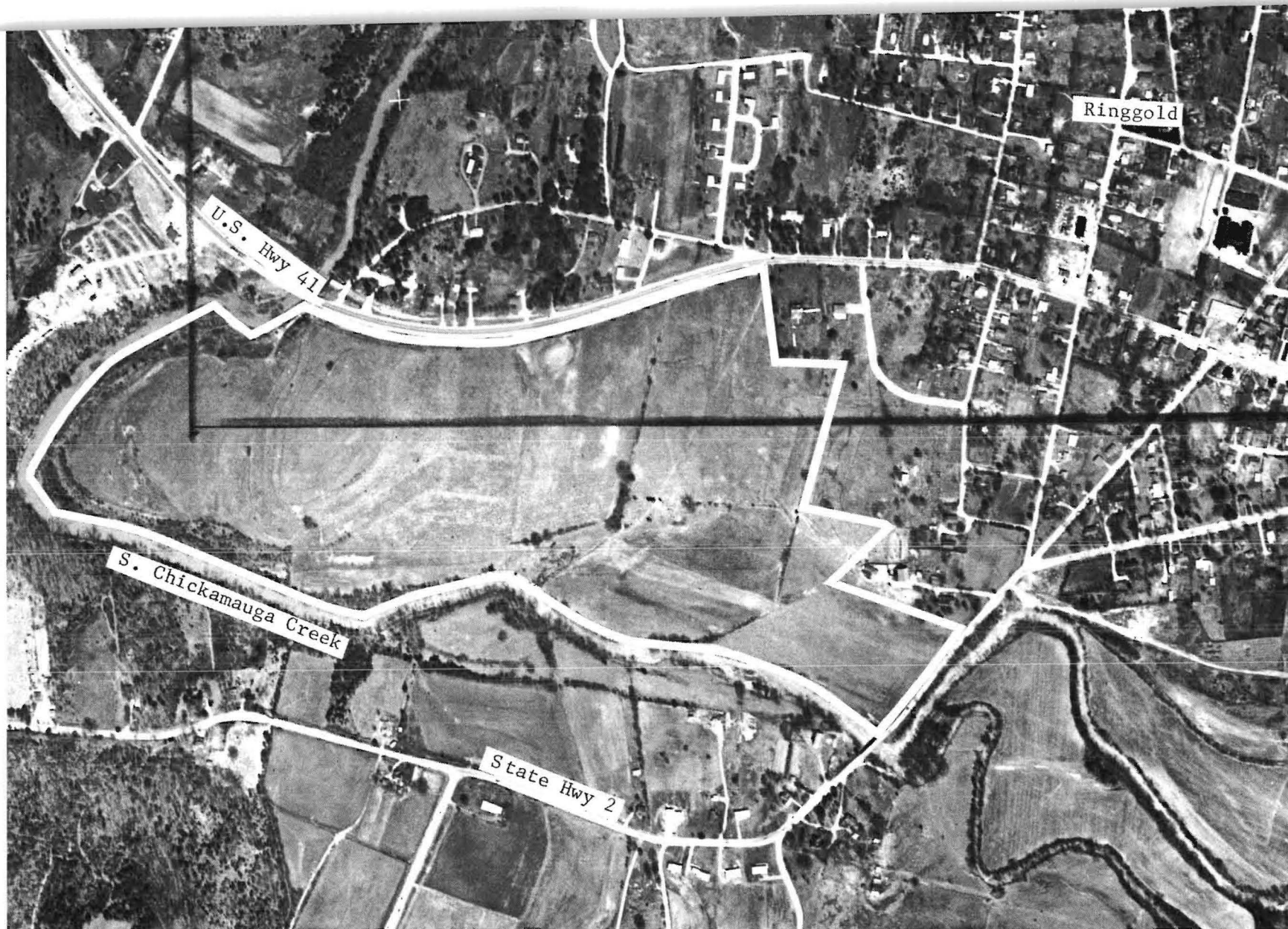


Plate 5. The Joe T. Clark property at Ringgold, Ga.

Clark Hills Corporation Property (9) - This is a relatively hilly tract of 378 acres with limited industrial possibilities. There are a few points east of the north-south graveled access road where fair-size plant sites could be graded from the broader "noses" of hill spurs or flat-topped spurs (see figure 17). Some of these would be within reasonable distance of South Chickamauga Creek, but it is questionable whether large volumes of water could be economically lifted by pump up the 100-foot height to these ridge areas. In the northwest corner of the property, quite close to U. S. Highway 41, is a fairly sizable area between the 900- and 920-foot contours that might be graded into a satisfactory plant site. Development costs of grading and for obtaining utilities will determine the practicability of this non-rail property for industrial use.

COOSA VALLEY
Industrial Site Data

Name of Property Clark Hills Corp. County Catoosa
Owner same City or Town Ringgold Ga.
Location about 2 miles north-northwest of Ringgold, east side of U. S. 41
Holder of Option _____
Option Terms _____
Owner agreement signed: Yes x No _____ Fair evaluation _____
Acres in tract 378.82 Offering price -- \$ _____ /acre
Inside Corporate Limits: Yes _____ No x Zoning Classification none
R. R. Service: Name of R. R. not on railroad Main Line: _____ Branch Line: _____
Tract within switching limits: Yes _____ No _____ Rail spur installed: Yes _____ No _____
Highway:
Distance to: major highway on west border Highway designation U. S. 41
access street _____ Street name _____
Width of right-of-way of highway or access street: 60 feet Paved? Yes x No _____
Near a _____
Major Stream? Yes x No _____ If so, name: South Chickamauga Creek
Distance/direction northeast part of tract borders on creek
Utilities:
Water: On site? Yes x No _____
Distance/direction to nearest connection _____
Size of main 2 in. Looped: x Dead-end: _____ Pressure: 80 lbs
Electricity: Substation: capacity: 3000 kva peak load _____ kv
Distance/direction from tract transmission line across property
Supplier: Georgia Power Co.
Gas:
(Natural) On site? Yes _____ No x
Distance/direction to nearest connection not available
Size of main _____ in. Pressure _____ lbs
Supplier: _____
Sewer: On site? Yes _____ No x Size: _____ in. City disposal plant? Yes _____ No _____
Distance/direction to nearest sewer 2 miles
Present use of property: timberland Improvements on it? none



(From TVA East Ridge quadrangle)
 Figure 17. Topographic map of Clark Hills Corporation property at Ringgold, Ga.

Clark-McGill-Smith Properties (4) - Just north of the foregoing

"Patterson" tract (No. 3), between the railroad and the old route of State Highway 151, is a more or less triangular tract of some 10 acres, crossed by a small northward-flowing drainage line (see figure 12). Three ownerships are involved, parts of the Miller Clark, Smith, and McGill properties. The land is partially wooded and somewhat rough, due to the drainage line; however, elevation differences over the tract will not exceed 20 feet, and if the land will grade, this could be made into one of the best sites available inside the Ringgold city limits. A railroad lead track can come into the tract with a fill of no more than 7 or 8 feet. The soil depth is good, as seen along State Highway 151 at the entrance to the street which serves the school west of the highway.

A 2-inch water line extends along State Highway 151 to its crossing of the railroad at the north end of the tract. An 8-inch sewer and a 6-inch water main are near the previously described "Patterson" tract.

Edgman and Bandy Properties (2) - The area south of the Federal Interstate Highway 75 right-of-way, between U. S. 41 and the Louisville & Nashville Railroad, is owned by Huston Edgman and Paul Bandy (see figure 12). This whole area, exclusive of the twin knolls on the east side, is only slightly rolling. (Edgman owns north and Bandy south of an east-west line between these twin knolls.) West from U. S. 41 to the twin knolls and south to the county road that runs west from Sugartown is an especially level area that could give a prestige location for office buildings and/or warehousing. A service road through the gap between the twin knolls could connect to manufacturing buildings that might be constructed in the west part of the area.

The railroad is on a fill, some 15 to 20 feet above the normal level of East Chickamauga Creek, and this fill would serve as a dike against any

flooding on that west side of the tract. However, a railroad lead track can come off on a short fill of only about 5-foot depth, at a point just north of where the dirt road crosses the railroad in the southwest corner of the area.

The 6-inch water main from Dalton passes these properties along U. S. 41.

Ross Brock Farm (5) - The Ross Brock farm of several hundred acres lies west of State Highway 151 to South Chickamauga Creek, about half mile north of Ringgold (see figure 12). It is mainly broad, rolling, open pasture and field lands, with scattered wooded plots, largely within a 20-foot elevation difference. Numerous limestone outcrops were noted around the Brock homestead in the eastern part of the area, and test boring is recommended to determine the soil depth for grading requirements and to check on possible solution caverns in the underlying limestone. This property, in recent months, has been considered as a possible plant site for heavy industry.

Additional topographically similar land exists on the farm of Mrs. Lovingood which adjoins Brock to the north.

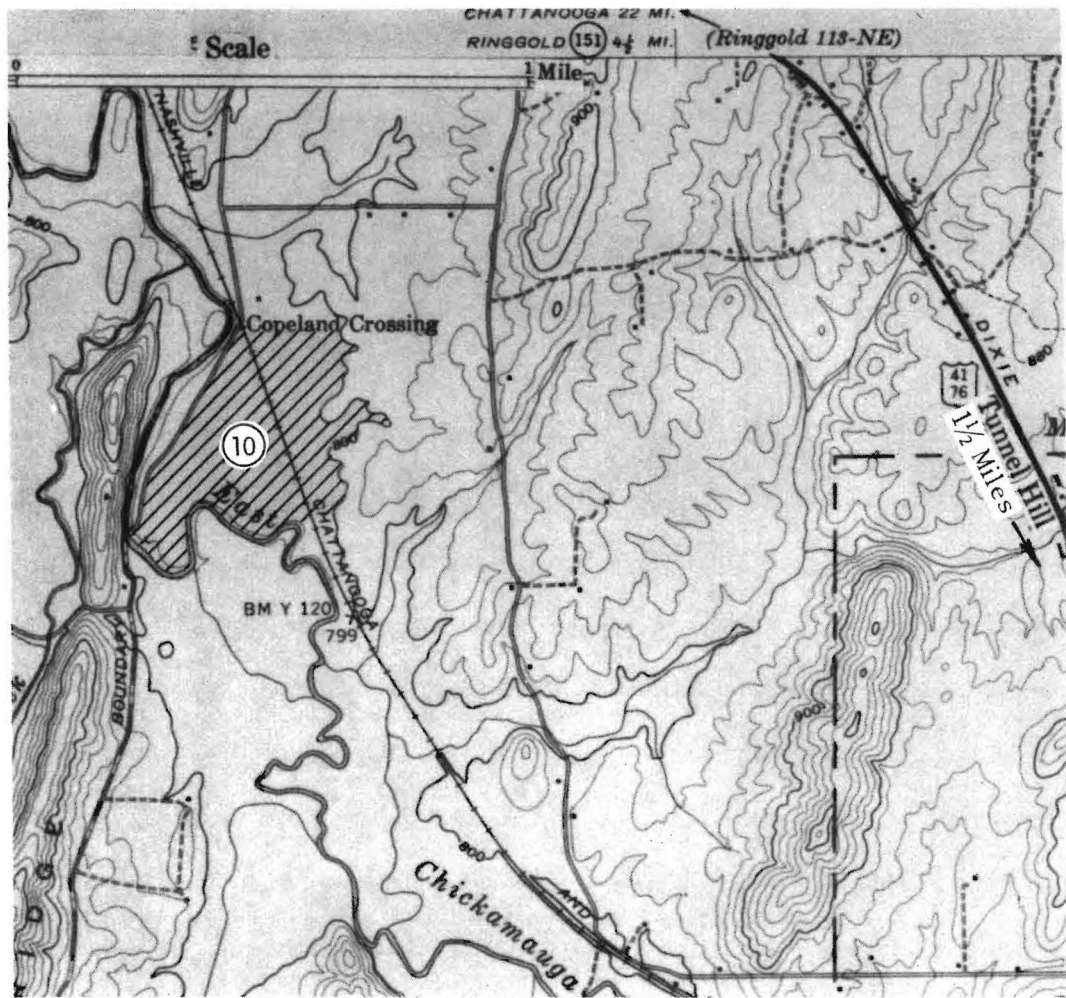
Davis Brothers Tract (6) - North up State Highway 151 from the above Brock farm is a relatively flat area, considerably wooded, that lies west of the highway to the Louisville & Nashville Railroad and Peters Branch. A low north-south ridge parallels the highway near the east side, but west of that ridge the land slopes gradually to the creek and railroad. This area of level land, identified locally as owned in part by the "Davis Brothers," extends north to and beyond the TVA power substation that is west across the highway from the Friendship Church. Numerous outcrops of limestone were noted, indicating that this is probably the underlying formation of the area and that soil depth is shallow.

This area has limited industrial possibility, since the problem of extending a water supply from Ringgold would be prohibitive except for a

sizable development. Waste disposal also presents a definite problem. However, rail and highway access are good, and a source of power is at the tract.

Greeson Property (10) - The area of level to slightly rolling land in the vicinity of Copeland Crossing includes considerably more than the 160 acres owned here by Sam Greeson on both sides of the Louisville & Nashville Railroad, east of the county road and south to East Chickamauga Creek (see figure 18). Between the road and railroad, south of the road-rail crossing, the land is open, only slightly rolling farm land that slopes to the creek. East of the railroad for 1,000 feet or so, the land continues as essentially level fields, broken only by two or three small clumps of trees. In the vicinity of the creek, past flooding has been sufficient to prevent travel along the county road.

Since this area is about 5 miles southeast of Ringgold, its development would depend on the extension of water mains and improvement of the county road to its junction with U. S. 41, about 1 1/2 miles to the north. Actually, U. S. 41 is only about 1 mile directly east, and the 6-inch water main from Dalton along that highway might be extended to this area.



(From TVA Tunnel Hill quadrangle)
Figure 18. Topographic map of Sam Greeson property
near Ringgold, Ga.

GRAYSVILLE

"Heck" and Anderson Tracts (1) - The lands in the large bend of South Chickamauga Creek just east-southeast of Graysville were inspected in the areas adjacent to the Louisville & Nashville Railroad (see figure 19), the land north of the tracks being identified as the old "Heck" place owned by a Mr. Garren and that south, the Albert Anderson place. The land here is quite rough and broken by a number of deep depressions, evidently due to solution of the underlying Knox dolomite. Railroad cuts show cherty clays, typical of Knox residuum. The lands here are too rugged to be attractive for industrial development, in addition to the foundation problems presented by extensive underground solution of the dolomite beneath this bend of the creek.

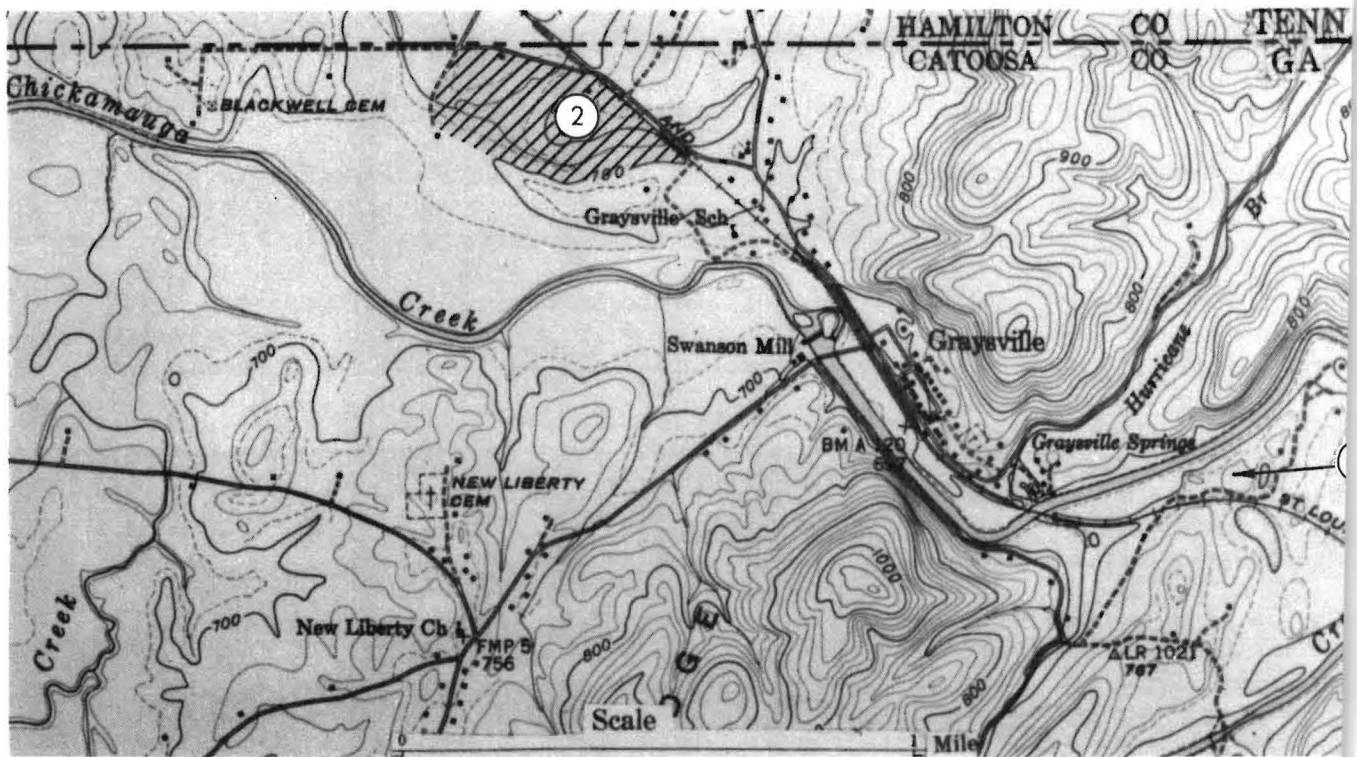
Payne Tract (2) - Beginning about 500 feet west of the Methodist Church located in the road fork 0.6 mile northwest of Graysville, there is an area of 150 to 200 acres, largely within a 30-foot elevation difference that extends southwest from the Louisville & Nashville Railroad to South Chickamauga Creek (see figure 19). The land, owned in part by W. B. Payne, appears usable as seen for more than 2,500 feet along the railroad and the gravel road to the Tennessee-Georgia state line, but it is probable that the lower land toward the creek would flood, possibly up to the 690-foot contour. Most of the area is moderately timbered by young pines and hardwoods.

A railroad lead track could take off from a point just northwest of where the gravel road crosses the railroad but, due to a 6- to 7-foot railroad cut in shaly limestone just southeast of the crossing, grading for the lead track might be difficult here. Better rail access probably can be gotten from the southeast side where only a minor fill would be needed to cross a shallow drainage line. The Louisville & Nashville Railroad has a passing track along most of the frontage of this area, but this trackage is

between the mainline and the gravel road.

A 2 1/4-inch water line of the Catoosa Water District extends to the Methodist Church, near the northeast corner of this area. The creek, as observed here in the Fall of 1961, had a fairly heavy flow and was quite clear.

Land to the northeast of the railroad is being developed by low-cost housing, and the homes west of the crossing of the railroad and gravel road are also low-cost structures. North across the state line, in Tennessee, is the stock farm of Joe Engels, Chattanooga baseball magnate.



(From TVA East Ridge quadrangle)
Figure 19. Topographic map of possible site areas near Graysville, Ga.

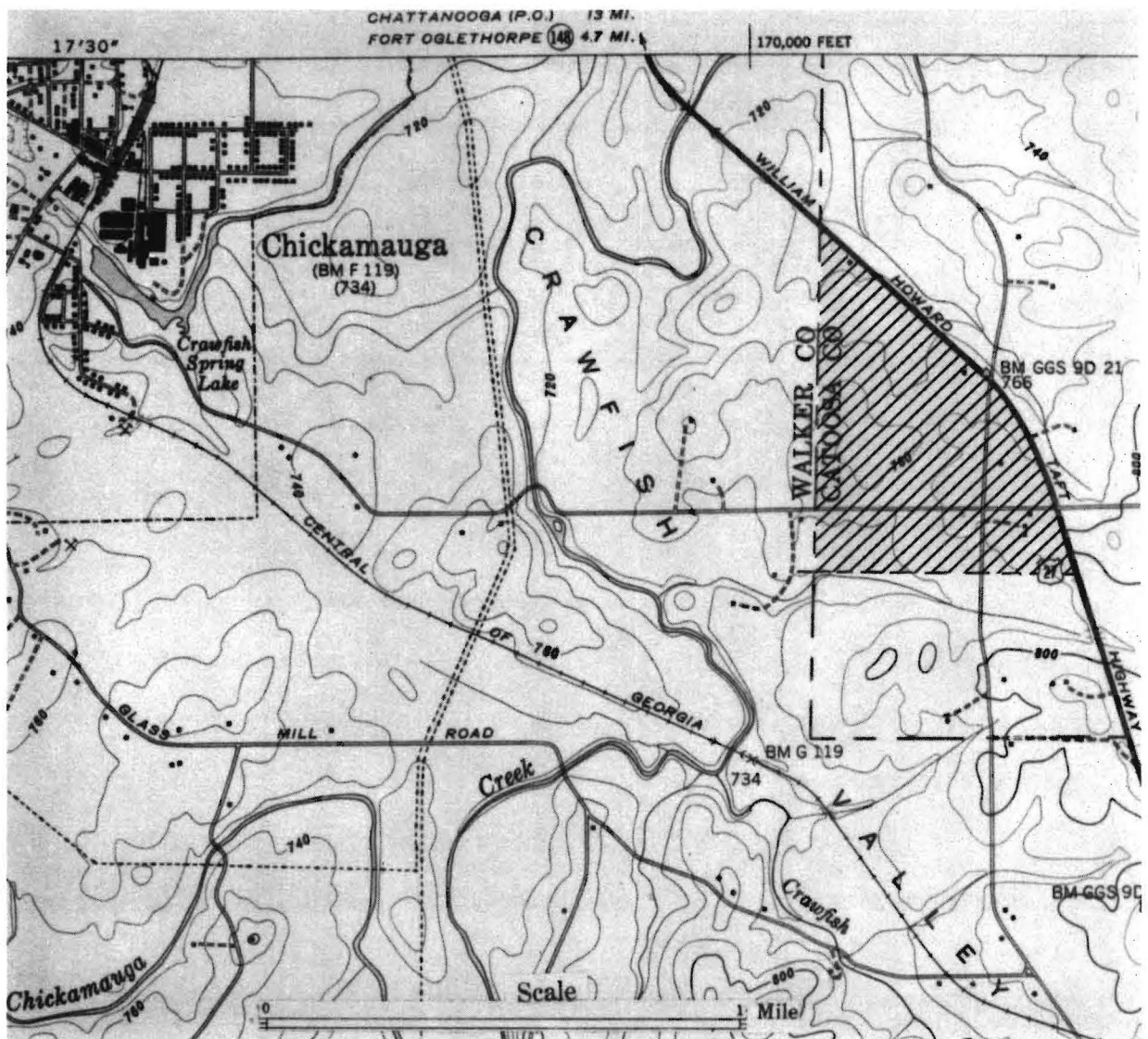
CHICKAMAUGA

Central of Georgia Railway Site (1) - A 217-acre farm, about 1.2 miles east of Chickamauga, that fronts along U. S. Highway 27 has been listed by the Central of Georgia Railway as an industrial site.

The land south of the east-west gravel road that crosses this farm is open pasture, sloping to wooded areas along a west-trending drainage line near the middle of this part of the farm (see figure 20). Some small limestone outcrops were noted here. The more southerly part of the farm rises to low knolls that are 30 feet or more above the general level.

That part of the farm north of the gravel road is also largely open pasture, but it is somewhat rolling and exhibits slight evidence of subsurface solution of the underlying limestone, particularly as seen along the gravel road that goes north to U. S. Highway 27. Because of these indications of solution activity, it is recommended that test borings be made on this farm before any industrial construction.

Inasmuch as this property was listed by the Central of Georgia Railway, it is assumed that a rail lead from the main line can enter the farm somewhere in the southwest corner which is nearest the railroad. The lead track, however, would have to be quite long to serve any industrial structures located near U. S. 27. There are no utilities to this property. Since West Chickamauga Creek is relatively close to the west side of this farm, it might be a satisfactory source of water and also be used for disposal of industrial wastes, after proper treatment.



(From TVA Kensington quadrangle)
Figure 20. Property listed by Central of Georgia Railway
near Chickamauga, Ga.

FORT OGLETHORPE

Selman Property (1) - The Selman property of some 40 acres, said to be available for industrial development, consists mainly of a flat-topped ridge spur in the northwest part of Fort Oglethorpe, north of Park City Road and south of the TVA substation (see figure 21). Access would be from the Park City Road, up the ridge slope along the gravel road that goes past the VFW clubhouse. Rail access to this property appears limited to a small acreage on the east side, about where an improved road now comes into two old chert quarries, and a spur would have to come off the TVA-owned lead track.

Water to this property would come from a 12-inch main in Oglethorpe Estates, a residential subdivision just to the east. A 4-inch sewer connection is in that direction. No natural gas is available in Fort Oglethorpe. TVA power is furnished through the Northwest Georgia Electric Membership Corporation.

Downtown Site (2) - On the east side of the new U. S. Highway 27 route through downtown Fort Oglethorpe, immediately south of the series of east-west electric transmission towers and lines (see figure 21), is a long wedge-shaped piece of very level land. It extends south to a new highway that will bound a new shopping center, under construction in the Fall of 1961. This land, amounting to more than 30 acres, has a 200-foot strip reserved along the new highway for commercial developments and the remainder can be used for light industry. The right-of-way under the power lines on the north side of this strip could be used for parking.

There is a 12-inch water line along U. S. 27 but no sewer. However, the city sewage disposal plant is only 1,200 feet east-southeast.



(From TVA Fort Oglethorpe quadrangle)
 Figure 21. Industrial site areas at Fort Oglethorpe, Ga.

CHATTOOGA COUNTY

The initial investigations of site possibilities in this county were handicapped by the lack of modern topographic maps, and the first trip into the area was quite discouraging for it appeared that few suitable sites were available. However, due to the subsequent interest and efforts of local citizens, a substantial number of site situations was inspected and, as this report will show, two or more reasonably favorable sites - both rail and non-rail - have been found in each of four communities of the county, namely: Summerville, Menlo, Lyerly, and Berryton (see figure 22). Especially gratifying has been the good number of properties brought under definite local control through options or ownership agreements. Trion, a textile town just north of Summerville, has not been included in this survey since that is a "company" town.

Summerville, county seat and chief trading center, is in the valley of Chattooga River and is fortunate in having a very substantial acreage of industrially usable land just beyond its north city limits. Here are the Scoggins and Selman properties along the Central of Georgia Railway and within reach of all city utilities. In addition, a part of the Selman holdings fronts along the Chattooga River which, in this area, has a minimum of 25 million gallons per day.* Unfortunately, this stream presently appears too badly polluted here to permit usage of its water for industrial processing. When viewed at the Selman property in the Fall of 1961, the river water was a bluish-black and obviously unfit for manufacturing use, except possibly cooling. If and when sufficient local action can be generated to get this river

* Thomson, M. T., and others, The Availability and Use of Water in Georgia. Georgia Department of Mines, Mining and Geology Bulletin 65 (1956), p. 126.

cleaned up, a valuable asset will be restored to the Summerville area.

Menlo has a very limited industrial potential because of its small size and lack of sewerage and a natural gas supply. However, there is ample industrially usable land along the Tennessee, Alabama & Georgia Railway, of which the described Goss and TA&G Railway sites are typical.

Berryton also has the limitation of small size, plus the presence of a sizable cotton knitting mill, and it must be recognized that many managements would hesitate to move into that kind of situation. Nevertheless, the Hogg and Meadows properties at Berryton are adequate for almost any railroad-using industry that might locate there. The absence of a natural gas supply and of sewers are additional handicaps of this community.

Lyerly has the same handicaps of small size and lack of sewerage and a natural gas supply. Although it is near the Chattooga River, this is not especially advantageous as the Cook site inspected on that river would be difficult to develop. Further, the polluted river waters probably would be unfit for use. However, the Reece and Bishop tracts on the north side of town should adequately take care of the community's future site needs.

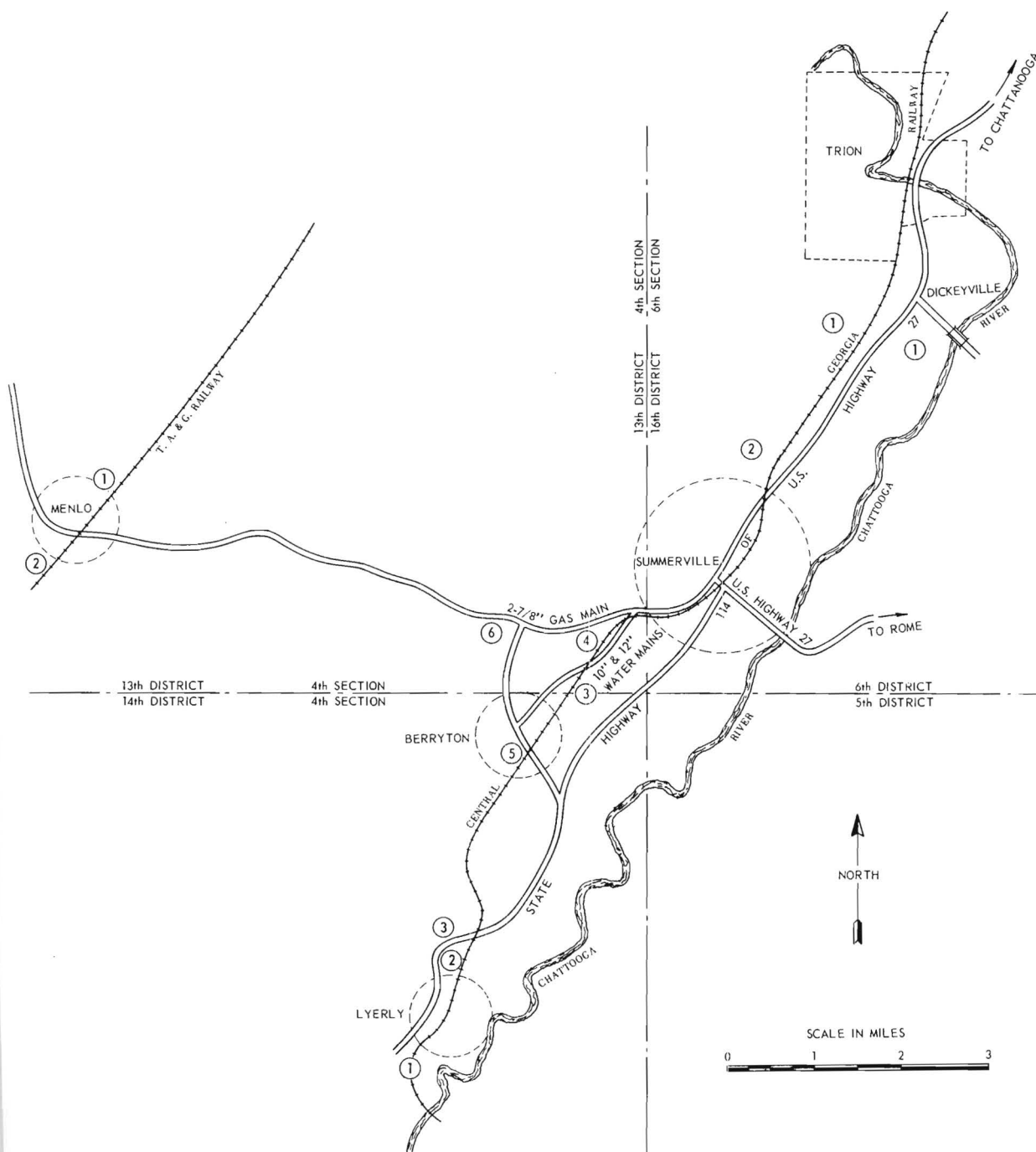


Figure 22. Index map to communities and site areas in Chattooga County, Ga.

SUMMERVILLE

Downey and Lunsford Tracts (4) - The C. R. Downey tract, consisting of about 12 acres, is just west of the Summerville city limits, between the Menlo Road (State 48) and the Central of Georgia Railway (see figure 22). The land nearest the highway is relatively flat but slopes southeastward toward the railroad, dropping some 20 feet over a distance of approximately 200 feet. However, the underlying formation is shale, and grading here will not be difficult. A rail lead track can enter the property at grade near its southeast corner; part of an earlier lead is still in place there.

Southeast of the Downey tract, across the railroad and over to the paralleling Berryton Road, is a 5-acre tract owned by Mr. Everett Lunsford. This land is low along the railroad but rises toward the Berryton Road; to be used, this tract would require considerable fill to raise its level. Nevertheless, this Lunsford land should be acquired as protection for any industry that locates on the Downey property.

Ten- and 12-inch water supply mains from the Summerville water plant near Berryton are available along the Berryton Road, and two of the city's elevated concrete storage tanks of 500,000 gallons capacity are just east of these sites. A 2 7/8-inch high-pressure natural gas main is along the Menlo Road (State 48). Georgia Power Company electric service is available to these sites.

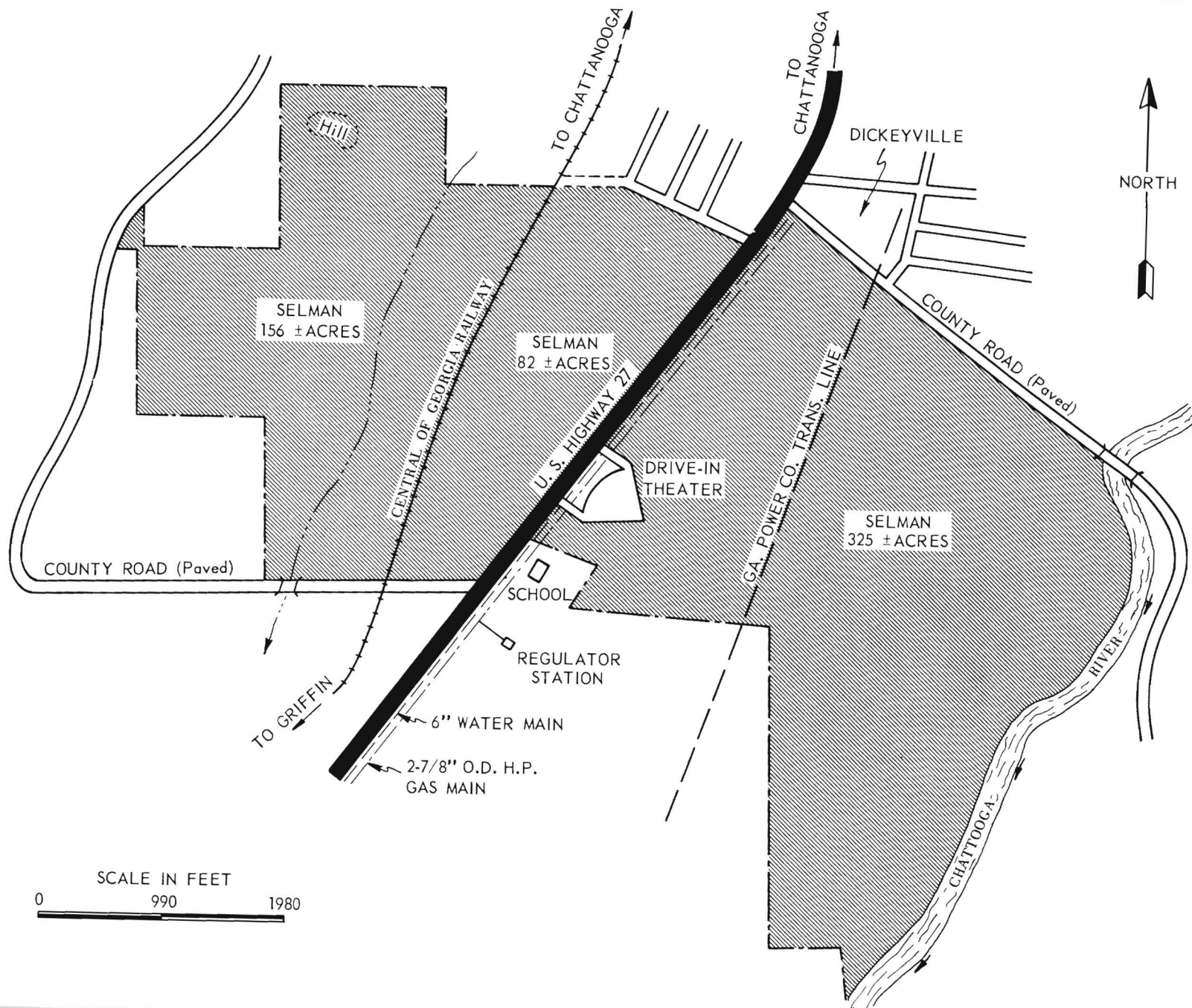
Wm. Selman, et al., Tract (1)- This large acreage is probably the best industrial land in Chattooga County. Favorable topography and the relationship of roads, railroad, and river combine to give a variety of situations capable of accommodating a number of industries with varying site needs. The Summerville Industrial Development Company has an option on 200 acres of this property.

The 156-acre tract of the Central of Georgia Railway is open, gently rolling fields (see figure 23). Between a minor north-south drainage line and a small hill in the northwest corner, there is probably no more than a 25-foot elevation range. The railroad crosses the county road on the south side at grade.

Between the railroad and U. S. Highway 27, the land slopes gently eastward and upward toward the highway, and elevation differences over this 82-acre area are insignificant, excepting one small knoll 7 to 8 feet high (see plate 6).

East of the highway to the Chattooga River, the land stays fairly level over a 200-foot zone along the highway, and then it breaks irregularly but sharply toward the river, with an overall drop of around 75 feet. However, probably 75 per cent of this 325-acre tract is usable, if properly developed. Nevertheless, a railroad lead would be limited to the eastern half of this area because of excessive grades. Bringing the lead across U. S. 27 presents no grade problem, but obtaining permission for a grade crossing may be one.

A 6-inch water main and a 2 7/8-inch high-pressure (160 lbs.) gas main are available along U. S. 27. There is no sewer at the property, but waste disposal to the Chattooga River would be possible after proper treatment. The school near the south side of the property will necessitate careful selection of the types of industry located here.



SCALE IN FEET
0 990 1980

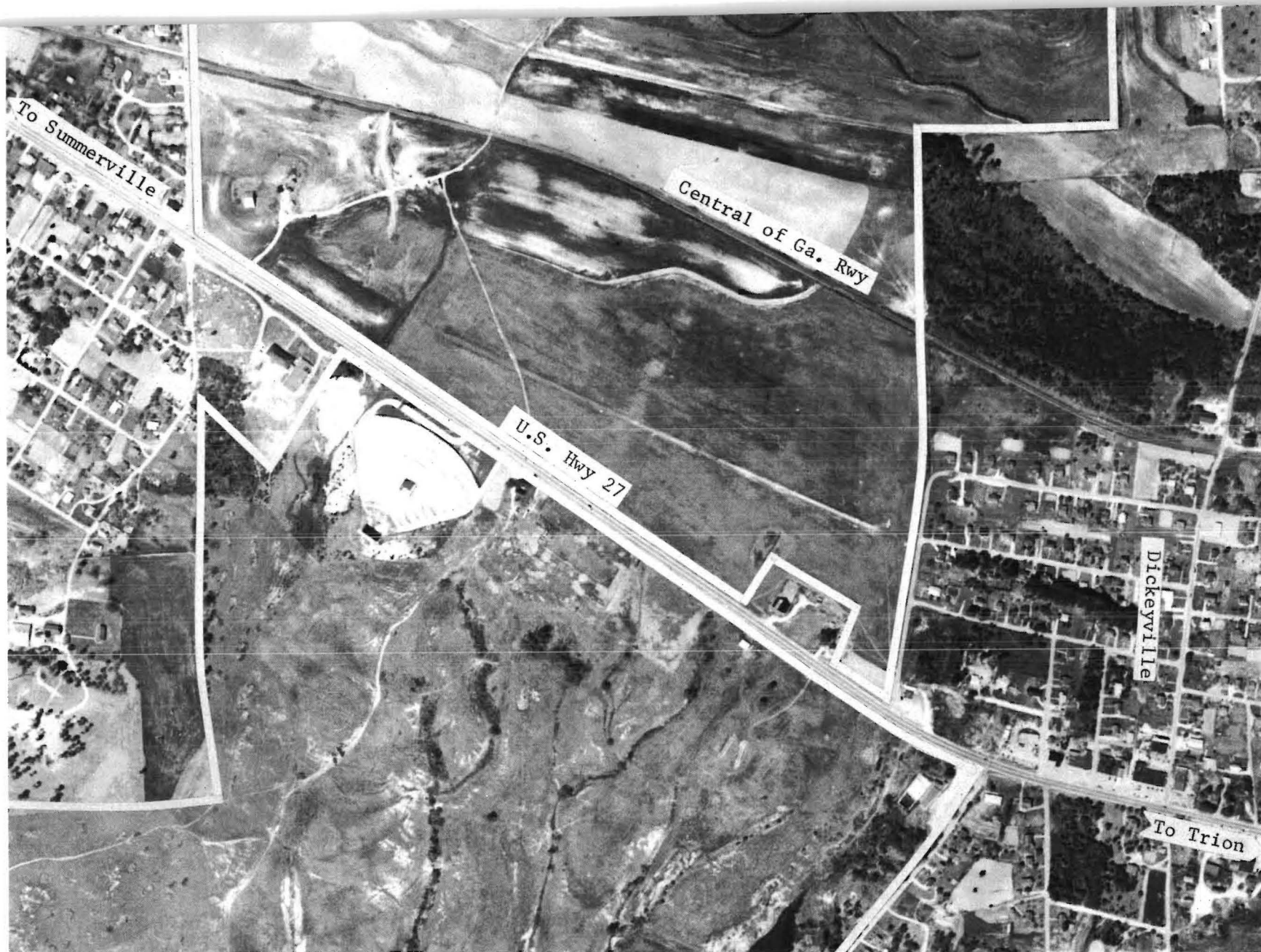


Plate 6. The properties of Wm. Selman et al at Summerville, Ga.

7

COOSA VALLEY
Industrial Site Data

Name of Property Wm. Selman et al County Chattooga
Owner same City or Town Summerville Ga.
Location 3 miles northeast of Chattooga County Courthouse on U. S. 27
Holder of Option Summerville Industrial Development Co., Inc.
Option Terms one year, plus option for one additional year
Owner agreement signed: Yes ☐ No ☐
Acres in tract 200 Offering price -- \$ 2000 /acre
Inside Corporate Limits: Yes ☐ No ☒ Zoning Classification none
R. R. Service: Name of R. R. Central of Georgia Main Line: ☒ Branch Line: ☐
Tract within switching limits: Yes ☒ No ☐ Rail spur installed: Yes ☐ No ☒
Highway:
Distance to: major highway bisected by it Highway designation U. S. 27
access street Street name
Width of right-of-way of highway or access street: 100 feet Paved? Yes ☒ No ☐
Near a
Major Stream? Yes ☐ No ☐ If so, name: Chattooga River
Distance/direction forms east boundary of property
Utilities:
Water: On site? Yes ☒ No ☐
Distance/direction to nearest connection along U. S. 27

Size of main 6 in. Looped: ☒ Dead-end: ☐ Pressure: 40 lbs
Electricity: Substation: capacity: 15,000 kva peak load 5,200 kv
Distance/direction from tract 1.2 mile north at Trion

Supplier: Georgia Power Co.
Gas:
(Natural) On site? Yes ☒ No ☐
Distance/direction to nearest connection along U.S. 27 right-of-way

Size of main 2-7/8 in. o.d. Pressure 160 lb
Supplier: City of Summerville
Sewer: On site? Yes ☐ No ☒ Size: in. City disposal plant? Yes ☐ No ☒
Distance/direction to nearest sewer not available

Present use of property: cropland Improvements on it? none

Scoggins Tract (2) - This 99-acre tract, in the northeast part of Summerville, is west of U. S. Highway 27 and fronts on the Central of Georgia Railway. The Chattooga County Hospital is a short distance south, on the east side of the highway (see plate 7).

Approximately the eastern half of this property is best suited to industrial use, since a residential development has been started in the more hilly western part. The land of this eastern half rises some 20 to 25 feet in elevation between the railroad and the house in the southeast corner (see figure 24) but, in general, the land stays more or less at grade with the railroad along the east side, with a gradual slope toward the minor drainage line in the northeast quadrant. The land is nearly all open pasture and fields, except for a small pond; the higher land is in the southeastern part which is mainly a low, flat-topped knoll that rises 25 feet or more above the railroad. However, by careful projection of a railroad lead taken off at grade in the southeast corner of the property, service could be extended to almost any part of this eastern half without excessive grading or grade, excepting possibly the highest part in the southwest corner.

If housing and other buildings would permit, it would be preferable to bring an access street into this property from a point west of where U. S. 27 crosses the railroad. This would eliminate the objectionable feature of having to cross the railroad to enter the property.

Figure 24 shows that both 2 7/8-inch and 6 5/8-inch high-pressure natural gas lines are available nearby along U. S. 27. A 10-inch water main, supplied from a 300,000-gallon city reservoir located north of this tract, is available along the county road within 500 feet of the west property line.

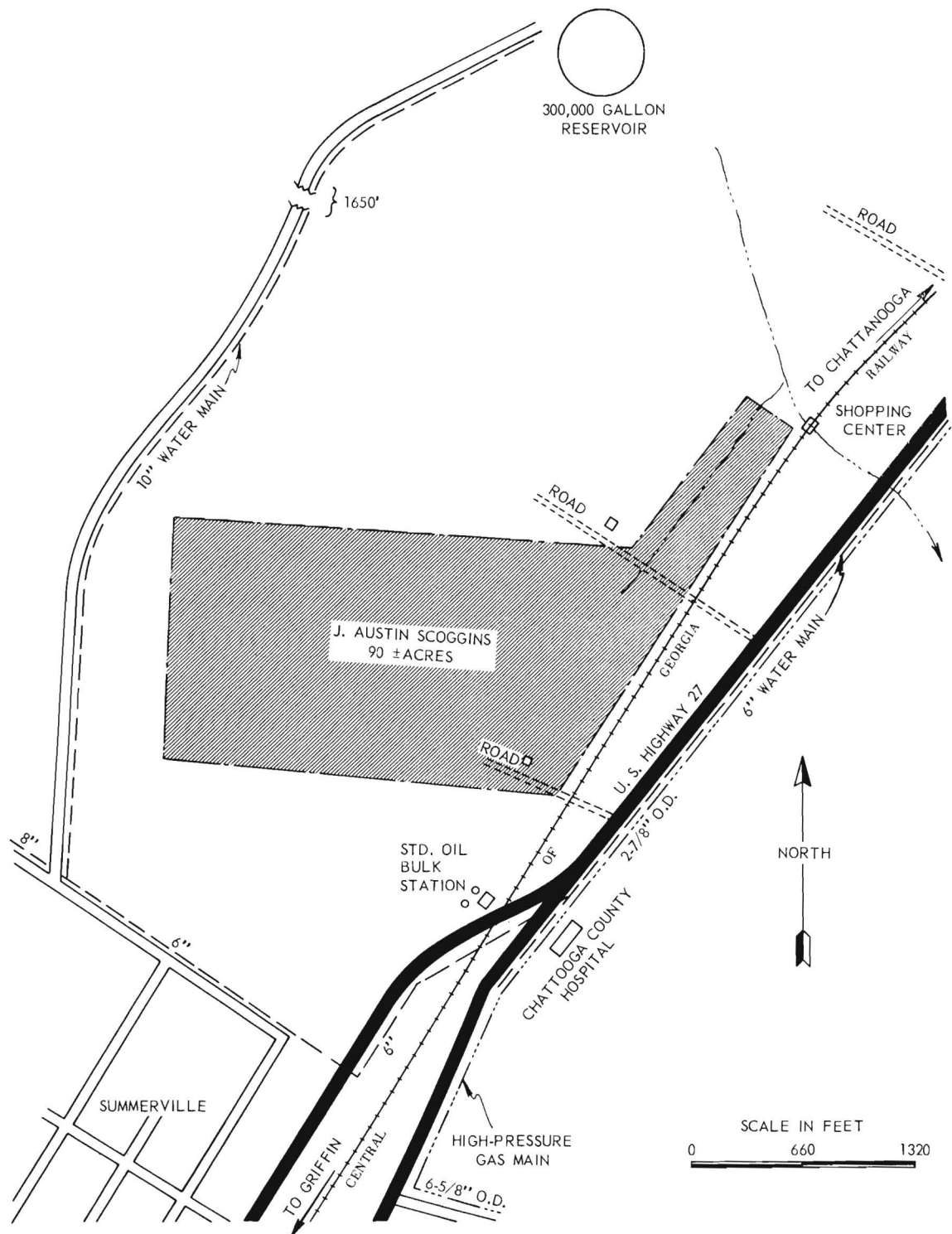


Figure 24. Property sketch of J. Austin Scoggins tract at Summerville, Ga.



Plate 7. The property of J. Austin Scoggins at Summerville, Ga.

COOSA VALLEY
Industrial Site Data

Name of Property J. Austin Scoggins County Chattooga
Owner same City or Town Summerville, Ga.
Location 300 feet north of city limits

Holder of Option _____

Option Terms _____

Owner agreement signed: Yes ☒ No _____ Negotiated price or
small acreages
Acres in tract 90 (approx.) Offering price -- \$ 700/acre
total tract

Inside Corporate Limits: Yes _____ No ☒ Zoning Classification none

R. R. Service: Name of R. R. Central of Georgia Main Line: ☒ Branch Line: _____

Tract within switching limits: Yes ☒ No _____ Rail spur installed: Yes _____ No ☒

Highway:

Distance to: major highway 250 feet Highway designation U.S. 27
access street on north and south Street name _____
sides

Width of right-of-way of highway or access street: 25 feet Paved? Yes ☒ No _____

Near a

Major Stream? Yes ☒ No _____ If so, name: Chattooga River

Distance/direction approximately 1 mile east

Utilities:

Water: On site? Yes _____ No ☒

Distance/direction to nearest connection 1-in. main, south property line
2-in. main, north property line; 6-in. main, 250 ft. east in U. S. 27 R.

Size of main ^{1,2,6} in. Looped: _____ Dead-end: ☒ Pressure: 50-60 lbs

Electricity: Substation: capacity: 1,500 kva peak load 912 kv

Distance/direction from tract 6,000 feet south

Supplier: Georgia Power Co.

Gas:

(Natural) On site? Yes _____ No ☒

Distance/direction to nearest connection 250 ft. east in U. S. 27 R.

Size of main 3-1/2 in. Pressure 165 lbs

Supplier: City of Summerville

Sewer: On site? Yes _____ No ☒ Size: _____ in. City disposal plant? Yes _____ No _____

Distance/direction to nearest sewer _____

Present use of property: farmland Improvements on it? _____

Salmon Butane Gas Company Property (3) - This 126-acre tract is about two miles southwest of downtown Summerville, on the east side of the Central of Georgia Railway which here parallels at a distance of 150 to 200 feet the paved county road to Berryton. Along the railroad for a distance of some 1,500 feet, this property maintains relative flatness over a strip 400 to 500 feet in width to which a rail spur could be readily extended. An additional strip of similar width could be developed east of the first strip without encountering excessively steep slopes of the ridge in that direction, but a rail spur could not extend far into this second strip. Much of the area of these strips is heavily wooded. Of the 20 to 40 acres available here between the ridge and railroad, the Salmon Butane operations occupy about 2 acres at the north end, in an area bounded by the railroad, the Berryton paved road, and a dirt road.

An 8-inch water main of the city system is along the county road. There are no sewers or gas mains here.

COOSA VALLEY

Industrial Site Data

Name of Property Salmon Butane Gas & Appliance Co. County Chattooga
Owner L. Miller City or Town Summerville Ga.
Location 1/2-mile southwest of Chattooga County Courthouse, 500 ft. south of
~~Holder of Option~~ Berryton Road.
Option Terms _____
Owner agreement signed: Yes x No _____ Subject to negotiation
Acres in tract 126 Offering price -- \$ _____/acre
Inside Corporate Limits: Yes _____ No x Zoning Classification none
R. R. Service: Name of R. R. Central of Georgia Main Line: x Branch Line: _____
Tract within switching limits: Yes x No _____ Rail spur installed: Yes x No _____
Highway:
Distance to: major highway 3/4 mile Highway designation State 48
access street 500 ft. Street name _____
Width of right-of-way of highway or access street: 25 feet Paved? Yes x No _____
Near a
Major Stream? Yes _____ No _____ If so, name: Raccoon Creek
Distance/direction 4500 feet southwest
Utilities:
Water: On site? Yes _____ No x
Distance/direction to nearest connection 500 feet to City of
Summerville mains
Size of main 10 & 12 in. Looped: _____ Dead-end: x Pressure: 110 lbs
Electricity: Substation: capacity: 3000 kva peak load 2208 kv
Distance/direction from tract 1.4 mile northeast
Supplier: Georgia Power Co.
Gas:
(Natural) On site? Yes _____ No x
Distance/direction to nearest connection approximately 4000 feet north
(165 lbs. pressure in main 800 feet farther north)
Size of main 4 1/2 in. Pressure 14-15 lbs
Supplier: City of Summerville
Sewer: On site? Yes _____ No x Size: _____ in. City disposal plant? Yes _____ No _____
Distance/direction to nearest sewer not available
Present use of property: farmland Improvements on it buildings for b
gas operations

Hogg and Meadows Tracts (5) - The Hogg tract, which is nearly due south of the Berryton Mills (see figure 25), is largely open fields, except for a line of pines along the Central of Georgia Railway. It is quite level land but slopes gently from the railroad to a small drainage line near the north side; to the south, the land rises some 15 feet above the general level as the county road is approached. As seen at the crossing of the railroad and dirt road on the east side of the property, there is an area of 30 to 40 acres of very level, open land to which a lead track could come off at grade; this would make an excellent plant site.

Across the railroad from this crossing, the Meadows land is quite heavily wooded and generally hilly (see plate 8). However, a strip of 200- to 400-foot width fronting along the railroad is quite level, but this breaks sharply to the eastward to a drainage line and the land becomes quite low southwest of the Meadows house. To the west of the house and north of the drainage line, the land appears fairly level. Just south of the house, on the west side of the paved road, is a 40- to 50-foot chert hill that shows limestone outcrops around the base; similar outcrops were noted north along the road.

The Hogg tract is definitely superior as an industrial site because of the greater percentage of level, usable land to which a lead track can be extended. The heavy timber on the Meadows property greatly obscured observation of its topography but, in general, it appears to be too dissected by drainage lines to permit rail service to other than the narrow strip along the railroad.

* For convenience in editing, the Berryton sites are numerically included in the Summerville series.

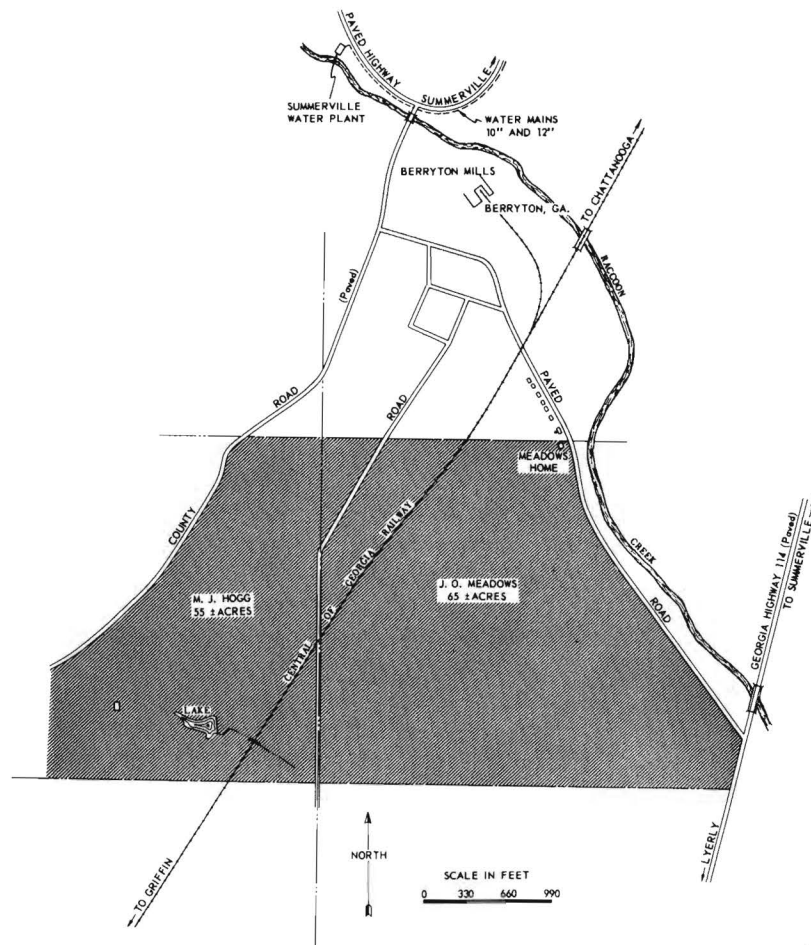


Figure 25. Property sketch of the Hogg and Meadows properties at Berryton, Ga.

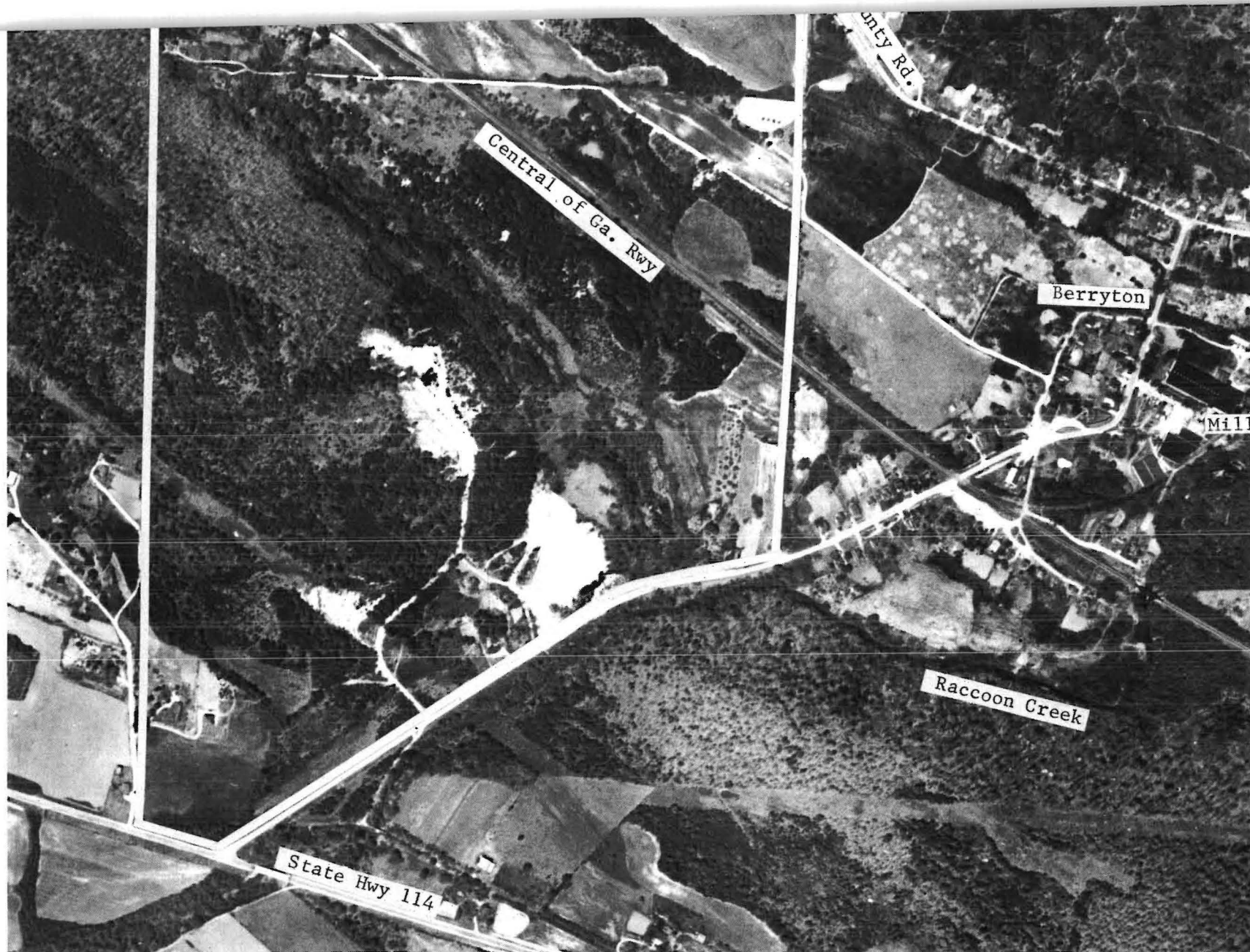


Plate 8. The Hogg and Meadows properties at Berryton, Ga.

COOSA VALLEY
Industrial Site Data

Name of Property M. J. Hogg County Chattooga
Owner same City or Town Berryton Ga.
Location approximately 1500 feet southeast of Berryton Post Office

Holder of Option _____

Option Terms _____

Owner agreement signed: Yes x No _____ Subject to negotiation
Acres in tract 30 approx. Offering price -- \$ _____/acre

Inside Corporate Limits: Yes _____ No x Zoning Classification none

R. R. Service: Name of R. R. _____ Main Line: _____ Branch Line: _____

Tract within switching limits: Yes x No _____ Rail spur installed: Yes _____ No x

Highway:

Distance to: major highway 2500 feet east Highway designation State 114
access street fronts it Street name county road

Width of right-of-way of highway or access street: 50 feet Paved? Yes x No _____

Near a

Major Stream? Yes x No _____ If so, name: Raccoon Creek

Distance/direction 500 feet north

Utilities:

Water: On site? Yes _____ No x
Distance/direction to nearest connection 1-in. main in county road;
4-in. main, approximately 2000 feet northwest

Size of main 1-4 in. Looped: _____ Dead-end: x Pressure: 110 lbs.

Electricity: Substation: capacity: 2500 kva peak load 2160 kva

Distance/direction from tract at Lyerly, approximately 2½ miles south

Supplier: Georgia Power Co.

Gas:

(Natural) On site? Yes _____ No x

Distance/direction to nearest connection not available

Size of main _____ in. Pressure _____ lbs

Supplier: _____

Sewer: On site? Yes _____ No x Size: _____ in. City disposal plant? Yes _____ No _____

Distance/direction to nearest sewer not available

Present use of property: farmland Improvements on it? none

COOSA VALLEY

Industrial Site Data

Name of Property J. O. Meadows County Chattooga
Owner same City or Town Berryton, Ga.
Location approximately 1000 feet southeast of Berryton Post Office
Holder of Option Summerville Industrial Development Co., Inc.
Option Terms one year, plus option for one year additional
Lease agreement signed: Yes No
Acreage in tract 15 approx. Offering price -- \$ 1000 /acre
Outside Corporate Limits: Yes No x Zoning Classification none
R.R. Service: Name of R. R. Central of Georgia Main Line: x Branch Line:
Tract within switching limits: Yes x No Rail spur installed: Yes No x
Highway: on east side of
Distance to: major highway tract Highway designation State 114
access street fronts on it Street name
Width of right-of-way of highway or access street: 50 feet Paved? Yes x No
Near a
Major Stream? Yes x No If so, name: Raccoon Creek
Distance/direction 500 feet north
Utilities:
Water: On site? Yes No x
Distance/direction to nearest connection 2-in. main in county road;
4-in. main, 1000 feet west
Size of main 2-4 in. Looped: Dead-end: x Pressure: 4-in., 110 lbs.
Electricity: Substation: capacity: 2500 kva peak load 2160 kva
Distance/direction from tract at Lyerly, 2½ miles south
Supplier: Georgia Power Co.
Gas:
(Natural) On site? Yes No x
Distance/direction to nearest connection not available
Size of main in. Pressure lbs.
Supplier:
Sewer: On site? Yes No x Size: in. City disposal plant? Yes No x
Distance/direction to nearest sewer not available
Present use of property: farmland Improvements on it?

C. E. Ingram Tract (6) - A 50-acre tract of very level land is owned by C. E. Ingram on the south side of State Highway 48 about one-fifth mile west of its intersection with the Berryton Road (see plate 9). About one-half of the tract is wooded. This property was recently considered as the location for a proposed new Summerville high school, and if not used for that purpose, it would make a very good non-rail industrial site.

A 2-inch water line comes up the Berryton Road to serve housing approximately 1,000 feet north of State Highway 48.

Some limestone outcrops were noted near this property along the State Highway, and if the land is considered by industry, foundation borings should be made to insure against subsurface cavities due to solution of the limestone.



Plate 9. The C. E. Ingram tract near Berryton, Ga.

COOSA VALLEY
Industrial Site Data

Name of Property C. E. Ingram County Chattooga
Owner same City or Town Berryton, Ga.
Location 1 mile north of the center of Berryton, on State Highway 48

Holder of Option _____

Option Terms _____

Owner agreement signed: Yes x No _____ Subject to negotiation
Acres in tract 57 approx. Offering price -- \$ _____/acre

Inside Corporate Limits: Yes _____ No x Zoning Classification none

R. R. Service: Name of R. R. Not on railroad Main Line: _____ Branch Line: _____

Tract within switching limits: Yes _____ No _____ Rail spur installed: Yes _____ No _____

Highway:

Distance to: major highway fronts on it Highway designation State 48
access street _____ Street name _____

Width of right-of-way of highway or access street: 60 feet Paved? Yes x No _____

Near a
Major Stream? Yes _____ No _____ If so, name: Raccoon Creek

Distance/direction 1/2-mile south

Utilities:

Water: On site? Yes _____ No x
Distance/direction to nearest connection approximately 1000 feet east

Size of main 2 in. Looped: _____ Dead-end: x Pressure: 60 lbs

Electricity: Substation: capacity: 2500 kva peak load 2160 kv
Distance/direction from tract 4 miles south

Supplier: Georgia Power Co.

Gas:

(Natural) On site? Yes _____ No x
Distance/direction to nearest connection not available

Size of main _____ in. Pressure _____ lb

Supplier: _____

Sewer: On site? Yes _____ No x Size: _____ in. City disposal plant? Yes _____ No _____

Distance/direction to nearest sewer not available

Present use of property: cropland, pasture Improvements on it? none

LYERLY

Ralph Cook Property (1) - A 150-acre tract is owned by Ralph Cook southwest of the Lyerly city limits. The property is bounded on the west by State Highway 114 and on the east by the Lyerly-Holland Road and the Central of Georgia Railway which crosses the northeast corner. The south boundary is only a 100 yards or more from the Chattooga River, and it is possible that the extreme southeast corner of this tract will flood.

On the whole, the tract is well wooded and ranges from hilly to rolling in the northern two-thirds, but drops sharply toward the river flood-plain in the southern third. The land will have limited use for industrial purposes.

The railroad along the east side of this tract is on a high fill but, where it crosses the Lyerly-Holland Road, a lead track might be carried south until it reaches a point where the trackage can enter the property at grade. By staying on the high ground west of the crossing, a lead track might go south into the property by following a course past the Negro church near the north property line.

A city water main is available at the southwest edge of Lyerly, at the junction of State Road 114 and the Lyerly-Holland Road.

Harold Bishop Property (2) - Harold Bishop owns 19 acres just north of the Lyerly city limits, between State Highway 114 and the Central of Georgia Railway. The Georgia Rug Mill is east across the railroad (see figure 26 and plate 10).

The land of this Bishop tract is relatively flat with a gradual gentle rise toward the railroad which is on a shallow fill.

There is a 2-inch water line along the highway at this point, and a 6-inch water line is 600 feet south of the property; the Georgia Rug Mill is served with a 3-inch line.

George Reece Tract (3) - West across State Highway 114 from the above Bishop property is the George Reece land (see figure 26 and plate 10). Some 50 acres or more fronting the highway are quite flat to rolling fields that extend west to a wooded ridge. The Central of Georgia Railway crosses State Road 114 near the northeast corner of the Reece property and forms the latter's north boundary. This north end of the property is open and level, making it quite suitable for industry. A lead track can enter here at grade.

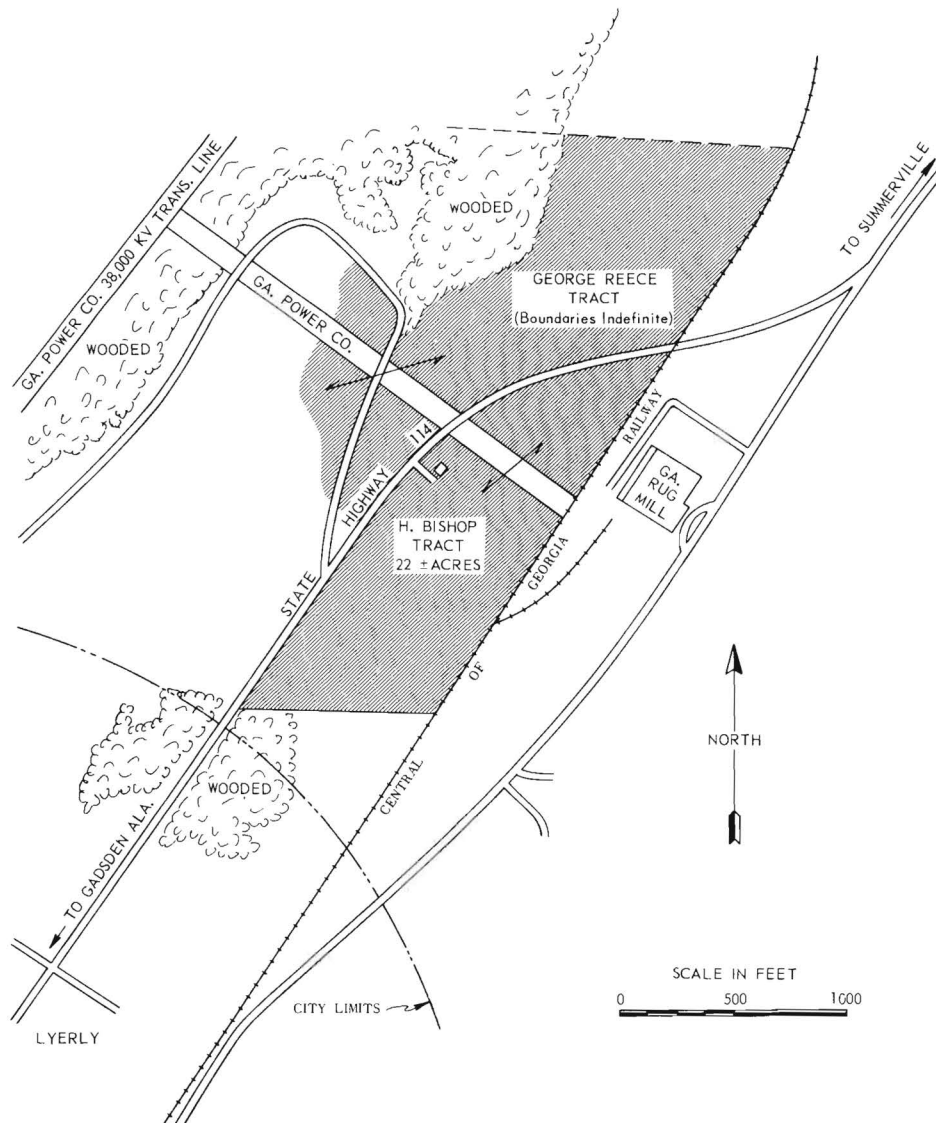


Figure 26. Property sketch of the Bishop and Reece tracts at Lyerly, Ga.



Plate 10. The Bishop and Reece tracts at Lyerly, Ga.

COOSA VALLEY
Industrial Site Data

Name of Property George Reece County Chattooga
Owner same City or Town Lyerly Ga.
Location about 1/2-mile north of city limits, on State Highway 114

Holder of Option _____

Option Terms _____

Owner agreement signed: Yes___ No___ Subject to negotiation
Acres in tract _____ Offering price -- \$_____/acre

Inside Corporate Limits: Yes___ No x Zoning Classification none

R. R. Service: Name of R. R. Central of Georgia Main Line: x Branch Line: x

Tract within switching limits: Yes___ No___ Rail spur installed: Yes___ No___
not applicable

Highway:

Distance to: major highway fronts on it Highway designation State 114
access street _____ Street name _____

Width of right-of-way of highway or access street: 60 feet Paved? Yes x No___

Near a

Major Stream? Yes___ No x If so, name: _____

Distance/direction _____

Utilities:

Water: On site? Yes___ No x

Distance/direction to nearest connection at south property line, in
State Highway 114 right-of-way

Size of main 6 in. Looped:___ Dead-end: x Pressure: _____ lbs.

Electricity: Substation: capacity: 2500 kva peak load 2160 kva

Distance/direction from tract approximately 1000 feet south

Supplier: Georgia Power Co.

Gas:

(Natural) On site? Yes___ No x

Distance/direction to nearest connection not available

Size of main _____ in. Pressure _____ lbs

Supplier: _____

Sewer: On site? Yes___ No x Size: _____ in. City disposal plant? Yes___ No___

Distance/direction to nearest sewer not available

Present use of property: cropland Improvements on it? none

COOSA VALLEY
Industrial Site Data

name of Property Harold Bishop County Chattooga
Owner same City or Town Lyerly, Ga.
Location 1/2-mile north of center of town, on State Highway 114
Holder of Option Summerville Industrial Development Co., Inc.
Option Terms one year, plus option for one year additional
Lease agreement signed: Yes ☐ No ☐
Acreage in tract 22 approx. Offering price -- \$ 1200 /acre
Outside Corporate Limits: Yes ☐ No ☒ Zoning Classification none
R. Service: Name of R. R. Central of Georgia Main Line: ☒ Branch Line: ☐
Tract within switching limits: Yes ☐ No ☒ Rail spur installed: Yes ☐ No ☒
Highway:
Distance to: major highway fronts on it Highway designation State 114
access street Street name
Width of right-of-way of highway or access street: 60 feet Paved? Yes ☒ No ☐
Near a
Major Stream? Yes ☐ No ☒ If so, name:
Distance/direction
Utilities:
Water: On site? Yes ☐ No ☒
Distance/direction to nearest connection 2-in. main in State Highway 114; 6-in. main, 600 feet south of south boundary
Size of main 2-6 in. Looped: ☐ Dead-end: ☒ Pressure: lbs.
Electricity: Substation: capacity: 2500 kva peak load 2160 kva
Distance/direction from tract
Supplier: Georgia Power Co.
Gas:
(Natural) On site? Yes ☐ No ☒
Distance/direction to nearest connection not available
Size of main in. Pressure lbs.
Supplier:
Sewer: On site? Yes ☐ No ☒ Size: in. City disposal plant? Yes ☐ No ☒
Distance/direction to nearest sewer not available
Present use of property: residence, cropland Improvements on it? residence and outbuildings

MENLO

Goss Tract (1) - About one-half mile northeast of downtown Menlo, on the east side of the Trion-Lafayette Road, is this 40-acre tract, about half of which is outside the city limits (see figure 27 and plate 11). The tract extends east to the Tennessee, Alabama & Georgia Railway and is open farmland. The westernmost third of the tract crowns well near the highway and then slopes eastward to a shallow drainage line but, beyond that to the railroad, the land surface is gently rolling. There appears to be a good depth of soil over the entire tract, and no rock outcrops were noted. A 6-inch water main from the city's spring-fed source is about 1,000 feet southwest on the road toward town; a 2-inch line is at the property. There are no sewers or natural gas supply in Menlo.

The George Kling property, which adjoins Goss on the south, has 15 to 20 acres of well-drained open land, also between the highway and railroad.

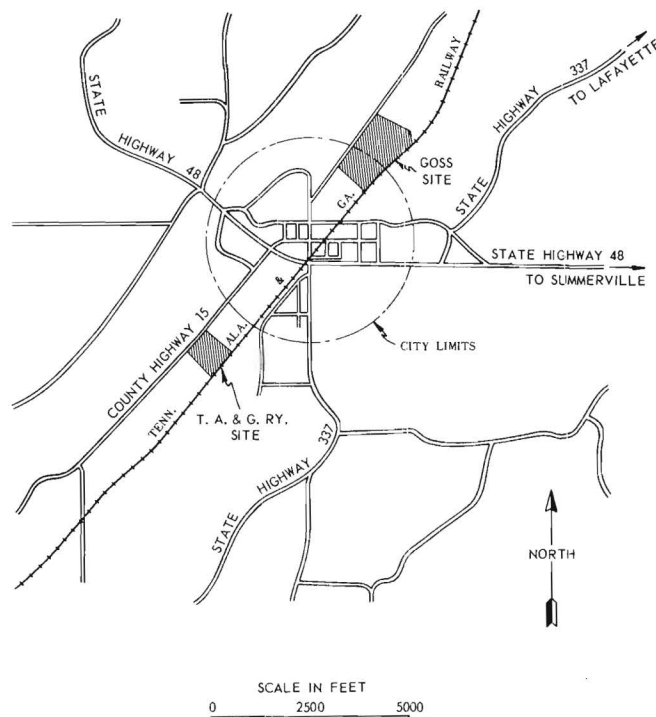


Figure 27. Index map to industrial sites at Menlo, Ga.



Plate 11. The Goss tract at Menlo, Ga.

COOSA VALLEY
Industrial Site Data

Name of Property Goss County Chattooga
Owner same City or Town Menlo, Ga.
Location 1/2-mile northeast of city limits, east side of Menlo-Lafayette Road
Holder of Option Summerville Industrial Development Co., Inc.
Option Terms one year, plus option for one year additional
Owner agreement signed: Yes No
Acres in tract 26 approx. Offering price -- \$ 200 /acre
Inside Corporate Limits: Yes No x Zoning Classification none
R. R. Service: Name of R. R. Tenn. Ala. & Ga. Main Line: x Branch Line:
Tract within switching limits: Yes x No Rail spur installed: Yes No x
Highway:
Distance to: major highway fronts on it Highway designation Menlo-Lafayette
access street same Street name same
Width of right-of-way of highway or access street: 45 feet Paved? Yes x No
Near a
Major Stream? Yes No If so, name:
Distance/direction
Utilities:
Water: On site? Yes No x
Distance/direction to nearest connection 2-in. main in roadway; 6-in.
main, 1000 feet southwest
Size of main 2-6 in. Looped: Dead-end: x Pressure: 2 in. 90
6 in. 120 lbs.
Electricity: Substation: capacity: 2500 kva peak load 2160 kva
Distance/direction from tract at Lyerly, 5 miles southeast
Supplier: Georgia Power Co.
Gas:
(Natural) On site? Yes No x
Distance/direction to nearest connection not available
Size of main in. Pressure lbs
Supplier:
Sewer: On site? Yes No x Size: in. City disposal plant? Yes No
Distance/direction to nearest sewer not available
Present use of property: cropland Improvements on it? none

MENLO

T A & G Railway Property (2) - The 12 acres owned by the Tennessee, Alabama & Georgia Railway about 1 mile southwest of Menlo, on the south side of the Broomtown Road (county highway 15), are currently under lease to a saw-milling operator (see figure 28 and plate 12). The tract is quite level, not generally exceeding 10-foot difference in elevation. The railway tracks on the east side are at grade, and the presently installed lead track could be extended to any part of the property.

A 2-inch water main is 2,000 feet to the northeast, at the city limits; it is one-half mile to a 6-inch main. Some 15 acres might be acquired from adjoining school property and other acreage owned by R. A. Patton. To the southwest are properties of Leroy Massey and a Mr. Thompson which, if they could be acquired, would permit a site area of 40 to 50 acres.

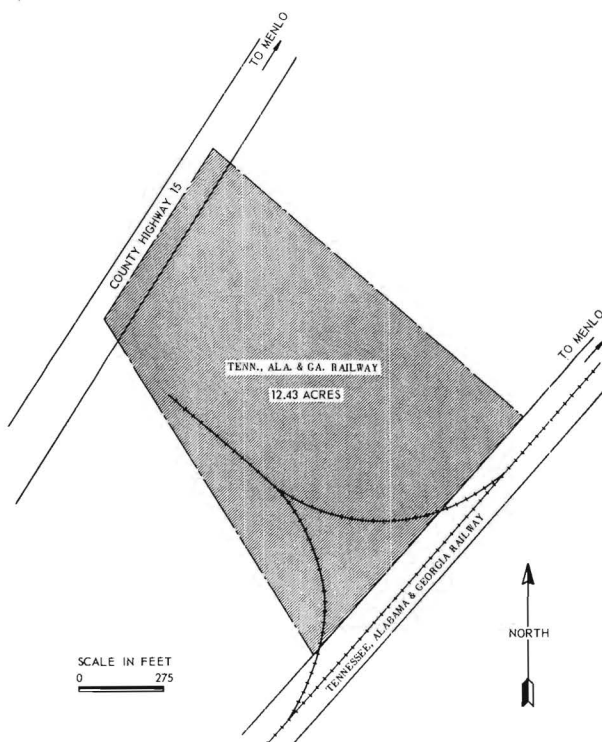


Figure 28. Property sketch of industrial tract owned by the Tennessee, Alabama & Georgia Railway at Menlo, Ga.



Plate 12. The Tennessee, Alabama & Georgia Railway tract at Menlo, Ga.

COOSA VALLEY

Industrial Site Data

Name of Property Tennessee, Alabama County Chattooga
Owner & Georgia Railway City or Town Menlo, Ga.
Location 1 mile southwest of center of town, south side of County Highway 115
Holder of Option J. P. Smith Lumber Co.
Option Terms month-to-month basis, 90-day cancellation clause
Lease agreement signed: Yes No subject to negotiation
Acres in tract 12.43 Offering price -- \$ /acre
Outside Corporate Limits: Yes x No Zoning Classification none
R. Service: Name of R. R. Tenn., Ala. & Ga. Main Line: x Branch Line:
Tract within switching limits: Yes x No Rail spur installed: Yes x No
Highway:
Distance to: major highway 1 mile northeast Highway designation State 48
access street fronts on it Street name County Highway 115
Width of right-of-way of highway or access street: feet Paved? Yes No
Near a
Major Stream? Yes No x If so, name:
Distance/direction
Utilities:
Water: On site? Yes x(*) No
Distance/direction to nearest connection 2-in. main, 2000 feet north
at city limits; 6-in. main, 1/2-mile north
Size of main 2-6 in. Looped: Dead-end: 2 in. Pressure: 2-in, 80 6-in, 100 lbs.
Electricity: Substation: capacity: kva peak load kva
Distance/direction from tract at Lyerly
Supplier: Georgia Power Co.
Gas:
(Natural) On site? Yes No x
Distance/direction to nearest connection not available locally
Size of main in. Pressure lbs.
Supplier:
Sewer: On site? Yes No x Size: in. City disposal plant? Yes No x
Distance/direction to nearest sewer not available
Present use of property: sawmill, lumber yard Improvements on it?
Obtained from well

DADE COUNTY

This county, like Catoosa County, is close to Chattanooga and, as a consequence, is economically oriented mainly toward that metropolitan area.

In this dominantly mountainous county, the principal area of potential industrial development is Lookout Valley where sufficiently level land may be obtainable. Trenton is the county seat and most populous community, hence future development is most likely to center here because of available water and power, although lack of natural gas may prove something of a handicap. Also, the new Federal Interstate Highway 59 route now under construction west of Trenton should increase the city's industrial potential as this super-highway will greatly facilitate access to Chattanooga. Further, the projected water system of the Dade County Water Authority will not only improve the Trenton situation but, since it will extend water service north as far as Wildwood, this will increase materially the possibilities for establishing new industries that much closer to Chattanooga. However, such water availability also will make possible an increased influx of population from the nearby Chattanooga area, with attendant residential developments along the valley north of Trenton. To prevent haphazard mixing of industry and residential growth, a need for definite planning and zoning control at the county level is indicated.

To the south of Trenton, the new county water system will not extend far, due to the failure of Rising Fawn to participate in the project. Inasmuch as Rising Fawn is reported to currently have a water supply that is inadequate to properly service the present needs of its population, there appears to be little chance of developing substantial industry in that community until a better water supply is developed.

At Trenton, the projected new water filtration plant will be installed

on Lookout Creek at its crossing by State Highway 2 southeast of town. Six- and 8-inch mains will serve Trenton and an 8-inch main will go north along U. S. Highway 11 to Wildwood where a 250,000-gallon storage reservoir will provide 90 lbs. working pressure at that point.

The two controlled sites within the Trenton city limits, those listed as Dyer (3) and Dyer-Hale-Case (4) tracts (see figures 29 and 30), are in the north part of the city where a number of good quality homes on the west side of U. S. Highway 11 face these potential industrial sites. Consequently, special care should be exercised as to the types of industry located on those sites.

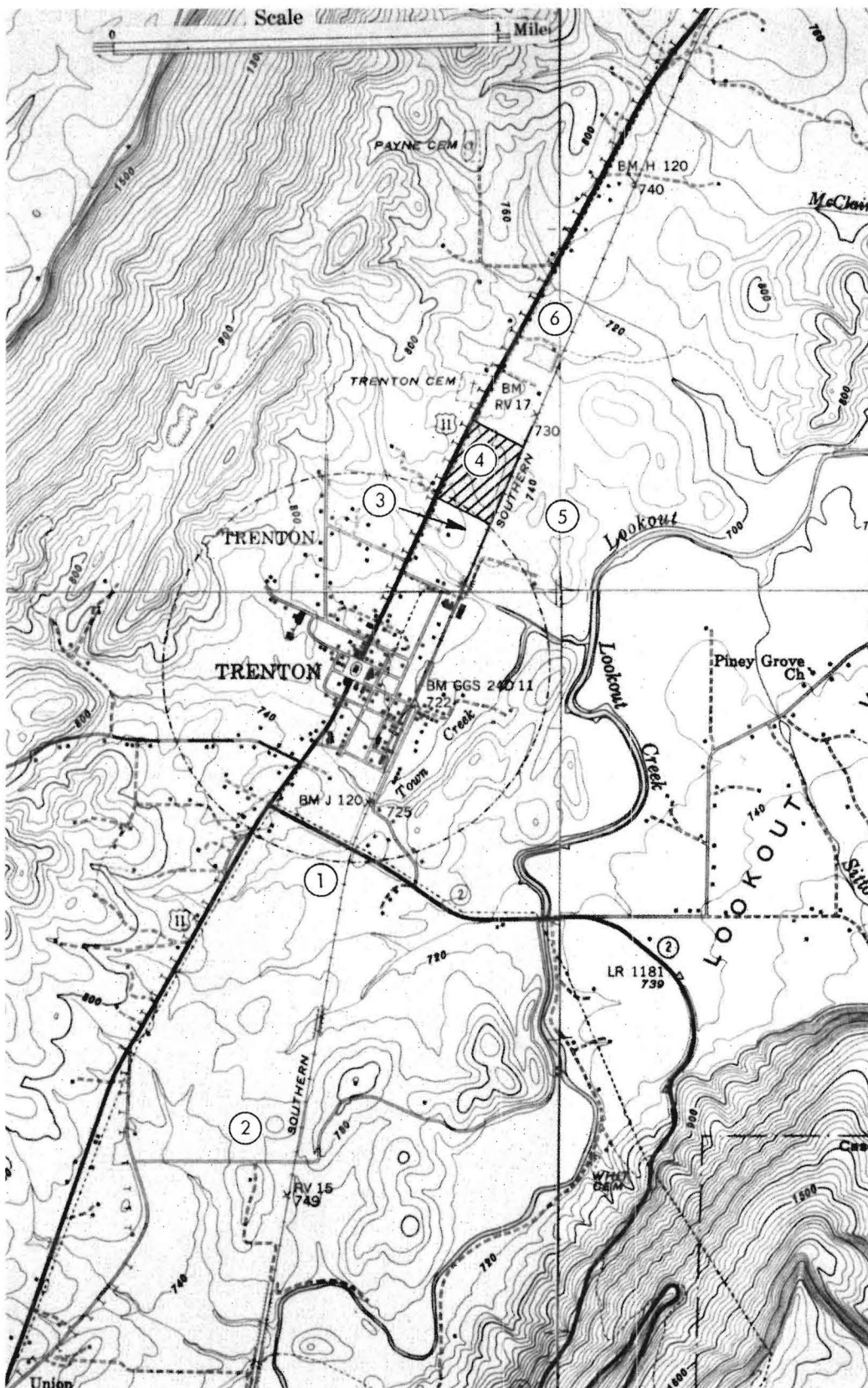
TRENTON

"Pace Estate" (Mrs. E. A. Ellis Property) (1) - In the relatively flat area southeast of Trenton, south of State Highway 2, between U. S. Highway 11 and the Southern Railway, much of the land has been developed residentially.

However, for about 1,000 feet south of State Highway 2 and adjacent to the railroad are some 20 to 25 acres, reportedly a part of the old "Pace Estate" now owned by Mrs. E. A. Ellis, that are said to be available for industrial development (see figure 29). This land, well wooded and drained by Town Creek, is fairly rough. As the area is underlain by limestone, the soil is apt to be shallow and extensive grading may not be possible. A short rail spur to a butane distribution tank has been installed near the southeast corner of the area.

A 10-inch main from the new county water plant will be along State Highway 2 at the north end of this area.

Moore and Reeves Properties (2) - About a half-mile south of the above Ellis property is another area of 100 acres or so between the railroad and U. S. Highway 11; an east-west county road forms the south boundary. This



(From TVA Shellmound quadrangle)
 Figure 29. Topographic index map to industrial areas
 at Trenton, Ga.

property is mainly owned by Roy Moore and the Reeves Sisters, but several small individually owned homesteads are in the southeast and southwest corners of the area.

The land is fairly well wooded and rather rough, especially toward the southeast corner along a small tributary of Turner Branch. Actually, elevation differences over the tract do not generally exceed 30 feet. However, limestone outcrops are common along the county road, and the chances of sufficient soil depth to permit extensive grading probably are poor.

Without access to a water supply, this tract has no particular industrial value.

Dyer Tract (3) - Some 15 acres are owned by E. L. Dyer, Jr., on the north side of Trenton, east of U. S. Highway 11 (see plate 13). This is a fairly well wooded tract, with an abandoned frame house on a high point that is about 20 feet above the general level of the property. Frontage along the highway is approximately 1,000 feet and the depth back to the railroad is around 600 feet.

A lead track from the Southern Railway could enter the tract just south of the north boundary by a cut of only 3-foot depth and 15-foot length, through thin-bedded, shaly limestone of the Maysville formation. This same limestone apparently underlies all of the tract, and grading cannot extend to any substantial depth.

The new 8-inch water main of the county system will be along U. S. Highway 11.

Dyer-Hale-Case Tract (4) - Adjoining to the north of the foregoing Dyer property are 14 acres identified as the "Dyer, Hale and Case" property. As shown in figure 30, most of the highway frontage has been sold off, as well as another small tract along the railroad. All of this property is essentially clear, open land that slopes gradually toward the Southern Railway along the east side (see plate 13). Grading would be at a minimum.

The new 8-inch county water main will be along U. S. Highway 11, but there is no city sewerage. Waste, however, might be disposed to Lookout Creek which is about 1,800 feet to the east. A lead track into the foregoing Dyer tract could readily be extended into this property.

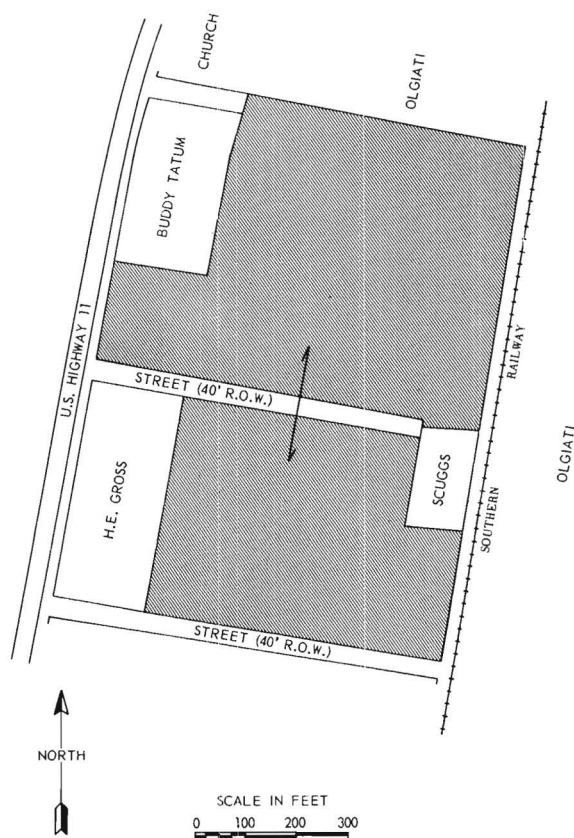
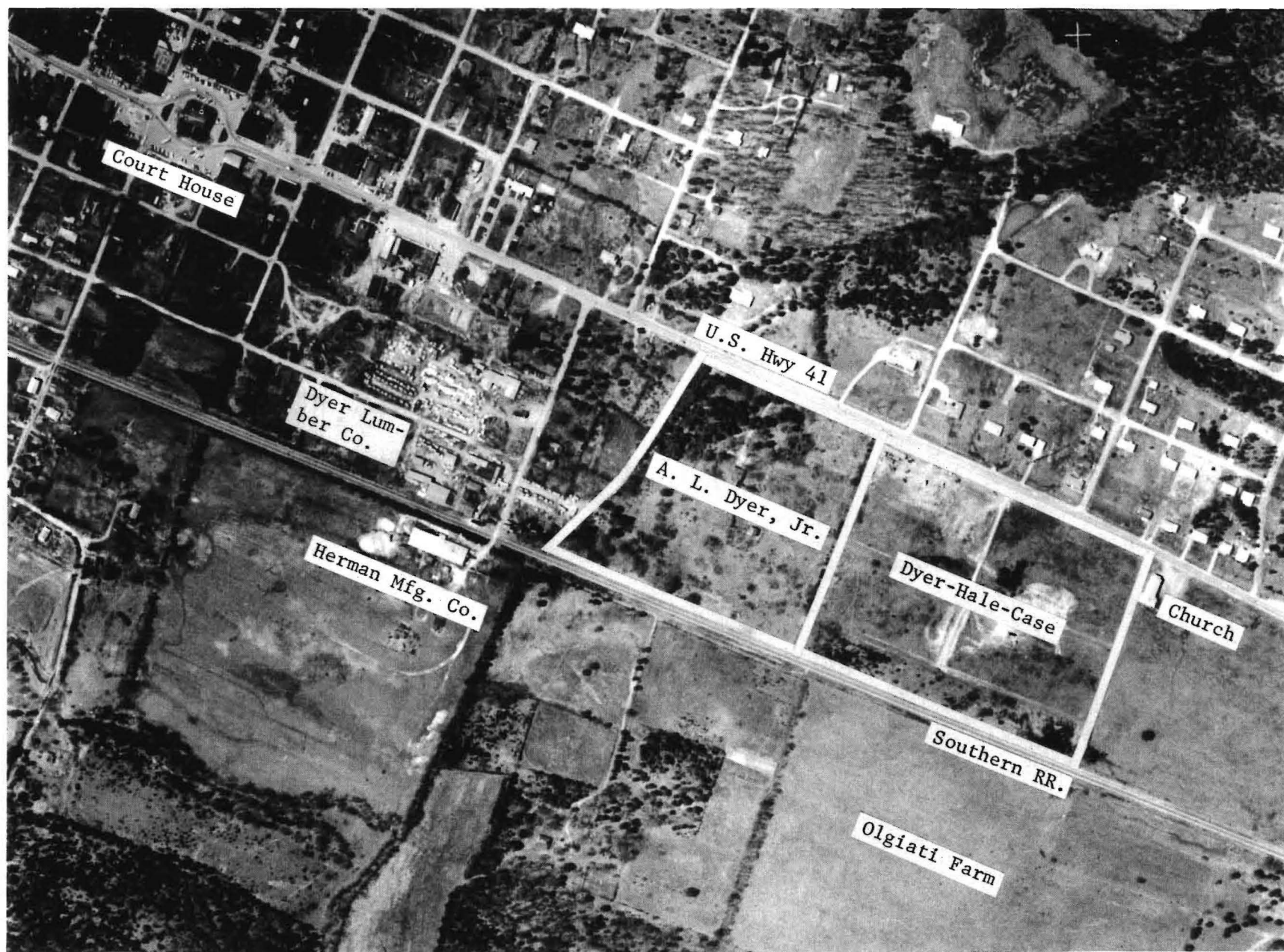


Figure 30. Property sketch of Dyer-Hale-Case tract at Trenton, Ga.



Map of Dyer tracts on the north side of Trenton, Ga.

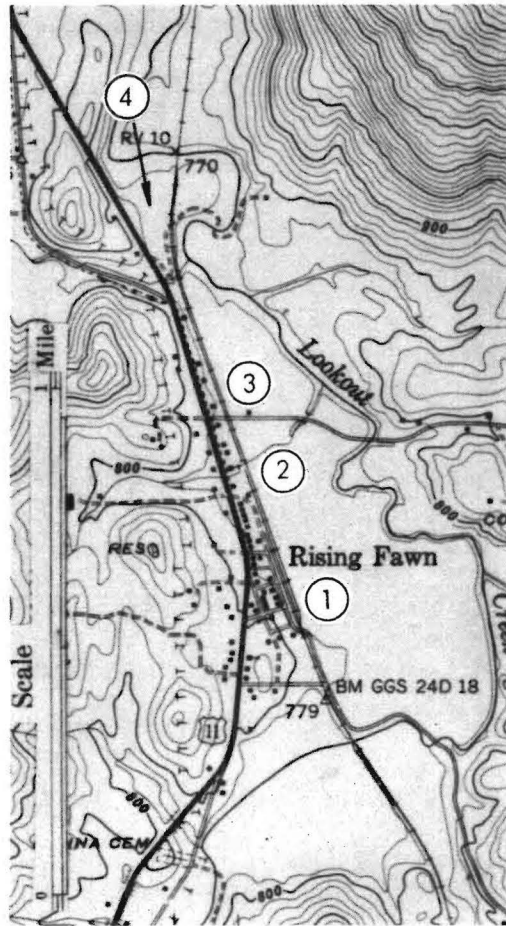
Olgiati Farm (5) - East across the Southern Railway from the above-described Dyer and Dyer-Hale-Case tracts, Mayor P. R. Olgiati of Chattanooga owns a considerable acreage of farmland. If it were available, some of this land would make excellent industrial sites (see figure 29 and plate 13). For example, some 1,800-foot frontage along the railroad consists of a 500-foot wide strip of open pasture that rises gradually to a low, rounded broad ridge not over 10 feet above rail level and then slopes eastward to rise into a wooded ridge. Thus, some 20 acres of very attractive land could be developed here. No limestone outcrops were observed within that area.

The railroad at this point is double track, and a lead could come off at grade in the north half of the area.

Access to this farm might be from U. S. Highway 11 through the street across the above listed Dyer-Hale-Case tract, provided crossing of the railroad is feasible. Otherwise, entrance might have to be from a street farther south that connects with an abandoned street on the east side of the railroad.

Olgiati Tract (6) - Mayor Olgiati (see No. 5 above) owns additional land between U. S. Highway 11 and the Southern Railway, beginning just north of the cemetery (see figure 29) and fronting north along the highway for about one-half mile to beyond the city limits. Most of this is open fields, with an average depth of 600 to 700 feet. This would give possibly 40 acres of land which, if available, could be developed into excellent prestige sites, with practically no grading needed. Some limestone outcrops were noted.

There is a minimum of housing on the west side of the highway, opposite this Olgiati property.



(From TVA Trenton quadrangle)
Figure 31. Topographic index map to industrial site areas at Rising Fawn, Ga.

RISING FAWN

As indicated above, the water system here is dependent upon springs, and present consumption reportedly is equal to capacity - in fact, there is said to be a supply problem in summer months. The distribution system consists of 2-inch mains. Consequently, under present conditions, there is little chance to accommodate sizable industries here, except on land adjacent to Lookout Creek from which industrial water supplies might be developed (see figure 31).

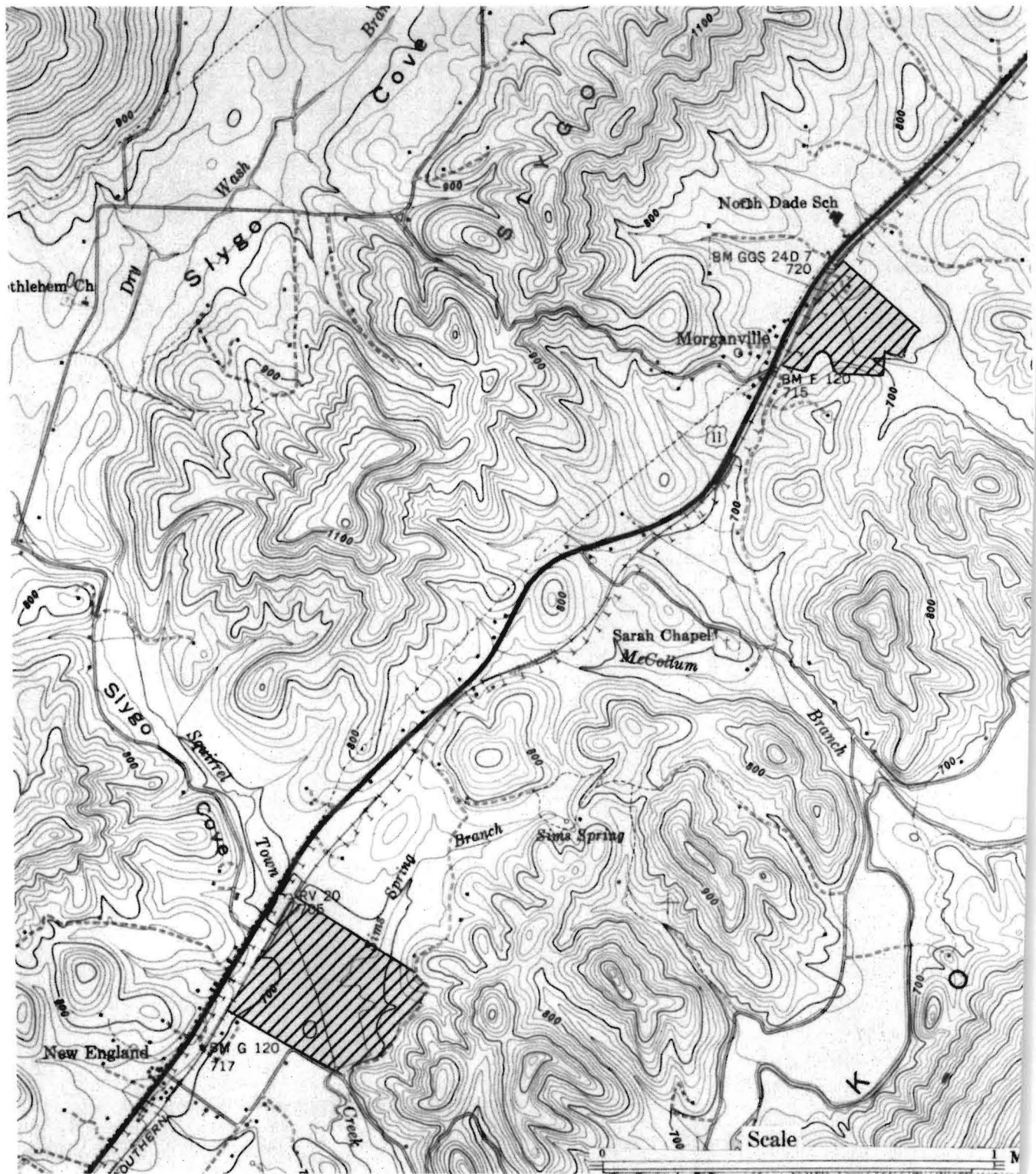
East of Town (1) - Immediately east of the downtown area of Rising Fawn is the wide bottoms of Lookout Creek. Most of this probably floods but some small acreage along the Southern Railway might be usable for industrial sites.

R. C. Thomas Tract (2) - On the north side of town, R. C. Thomas owns 150 acres or so of gently rolling farmland that lies immediately south of State Highway 189, between the Southern Railway and Lookout Creek. A lead track can readily be extended into this property. A part of the land adjacent to Lookout Creek might flood.

Asa McMahan Tract (3) - North across State Highway 189 from the above Thomas tract is similar farmland that also affords access to the railroad and creek. A shallow fill may be necessary to bring a lead track into this land.

Castleberry Tract (4) - This small tract of 7 acres or so, reportedly owned by a Mr. Castleberry, is in a bend of Lookout Creek and fronts about 1,200 feet along U. S. Highway 11, thus offering a prestige site for a small industry that might be able to afford treatment of the creek water.

The Southern Railway is at grade on the south end of this tract but rises to a 4- to 5-foot fill on the north end.



(From TVA Hooker quadrangle)
 Figure 32. Industrial site areas at New England and Morganville, Ga.

NEW ENGLAND

Dave T. Brown Farm - About 300 acres are owned by Dave T. Brown, on both sides of Squirrel Town Creek, east of the town of New England (see figure 32). South of the creek, the land slopes up to a broad crown near the turn in the county road along the south side. It also slopes gently away from the Southern Railway.

Squirrel Town Creek has a wide flat bottoms along its north side, extending over to Sims Spring Branch, but this area probably is subject to only partial flooding. All of the area is mainly open pasture and fields, with only scattered trees.

A lead track would have to come off about 1,500 feet south of the railroad viaduct over Squirrel Town Creek (see figure 33). Water will be available from the 8-inch main of the Dade County Water Authority system to be installed along U. S. Highway 11. An interchange to the Federal Interstate Highway 59 will be just north of New England.

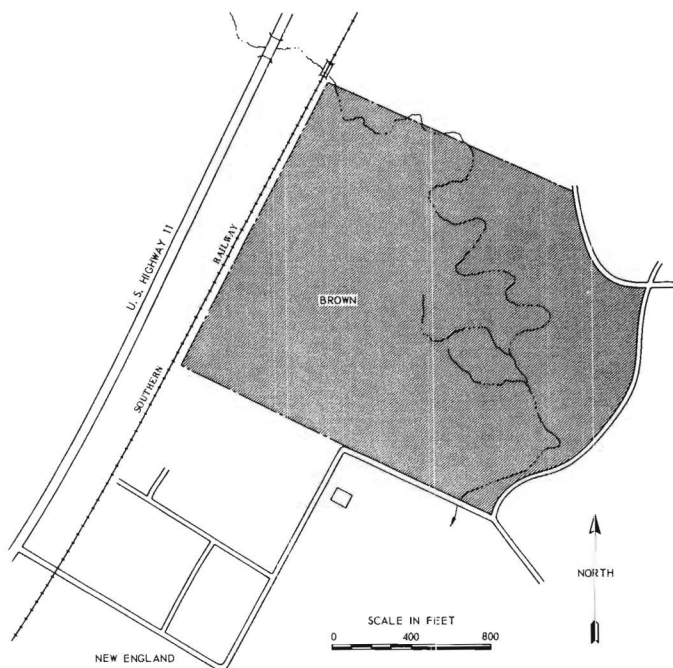


Figure 33. Property sketch of the Dave T. Brown farm at New England, Ga.

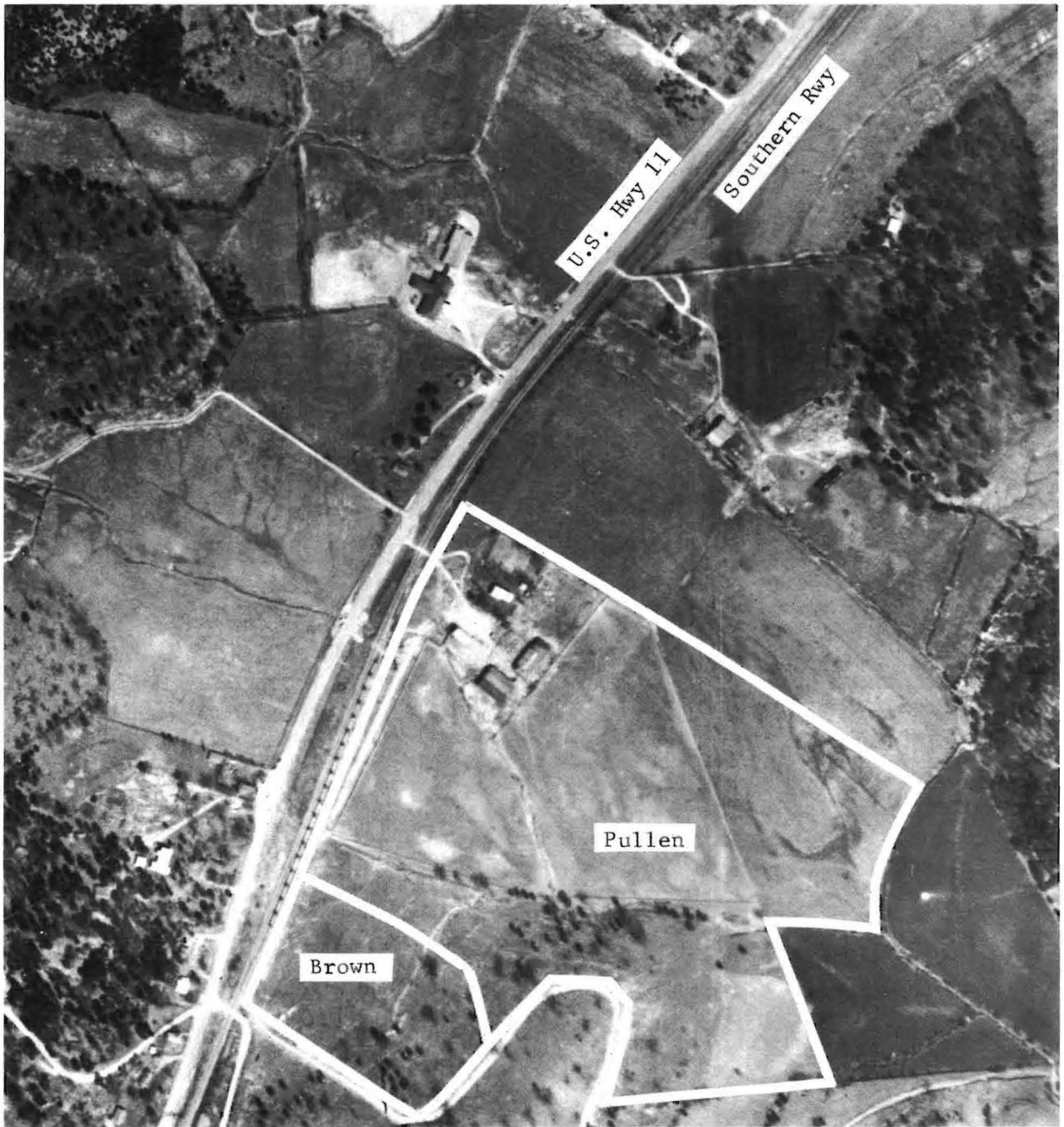


Plate 14. The Brown and Pullen tracts at Morganville, Ga.

MORGANVILLE

Brown and Pullen Tracts - On the north edge of Morganville, about opposite the North Dade School, there is a flat area of some 22 acres on the Dave T. Brown farm and similarly level land on the 70-acre Pullen farm that adjoins to the north (see figures 32 and 34). Both of these properties are east across the Southern Railway from U. S. Highway 11, so that development of industries here would pose the usual worker hazard of daily crossing of the railroad.

The railroad, in part, is on a fill, but a lead track into the properties could be taken off along the Brown frontage with minimum fill required.

The projected 8-inch water line from the Dade County system will be installed along U. S. Highway 11 and could serve these properties.

Inasmuch as this is a limestone area, test borings should precede any industrial development of these properties.

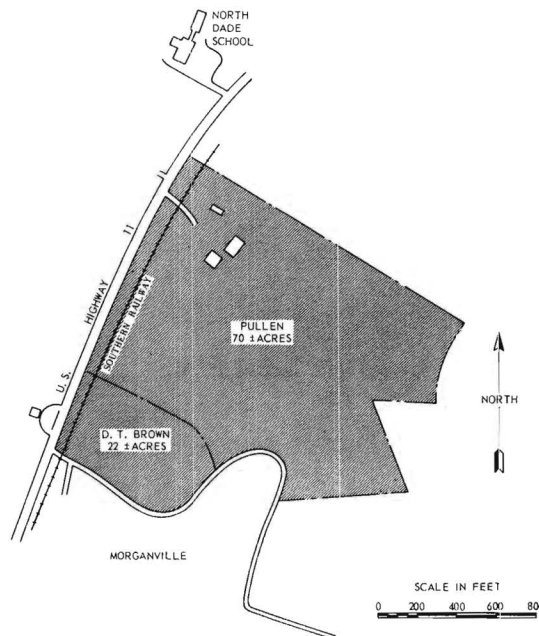


Figure 34. Property sketch of the Brown and Pullen tracts at Morganville, Ga.

DOUGLAS COUNTY

The county seat and principal trading center of Douglas County is Douglasville, and its proximity to metropolitan Atlanta should constitute a definitely favorable factor of its industrial potential. However, this potential is substantially minimized by the relatively poor site situation that prevails in the Douglasville area. First, the topography generally is not favorable, being distinctly hilly with only limited areas of flat land along ridge tops or spurs. Then, to complicate a naturally difficult situation, the Southern Railway and the Bankhead Highway (U. S. 78) closely parallel one another over much of the eastern part of the county, with few places where the separation between highway and railroad is sufficient to permit plant site developments. Further, residential developments have been so intensive along the south side of the Bankhead Highway, particularly from Lithia Springs to Douglasville, that railroad lead tracks cannot readily cross the highway into any potential site areas that might be on the south side. At Lithia Springs, the residential growth has been so general that no sizable site areas could be defined within reach of the railroad.

The Richards and Moody sites along the railroad in the area east of Douglasville (see figure 36) probably offer the best potentials of any inspected here. The latter site is one of the few seen here that has access to the highway without the disadvantage of having to cross the railroad. The Huffine tract has a major problem in its lead track access, since the Southern Railway is on a fill across the front of the property and possibly cannot come across Strickland Street at grade. Also, good quality housing on both of the southern corners of the tract further complicates the lead track turn-out problem, as well as limits the types of industry that could locate here. West of the city limits, the McWhorter tract is a fairly good rail site.

There also is a considerable acreage owned by O. B. Boyd and others that, if it were available, would make an attractive industrial site. Other areas inspected on this west side proved too hilly, unavailable and/or had excessive granite outcroppings.

The Federal Interstate Highway 20, now under construction southeast of the city, may open up some new possibilities for non-rail sites, and a survey along that highway will be in order when it is completed. The 500 acres of R. H. Cording (Atlanta) which front along Prestley Mill Road just east of Federal Route 20 have some flat-topped spurs that might make suitable non-rail sites.

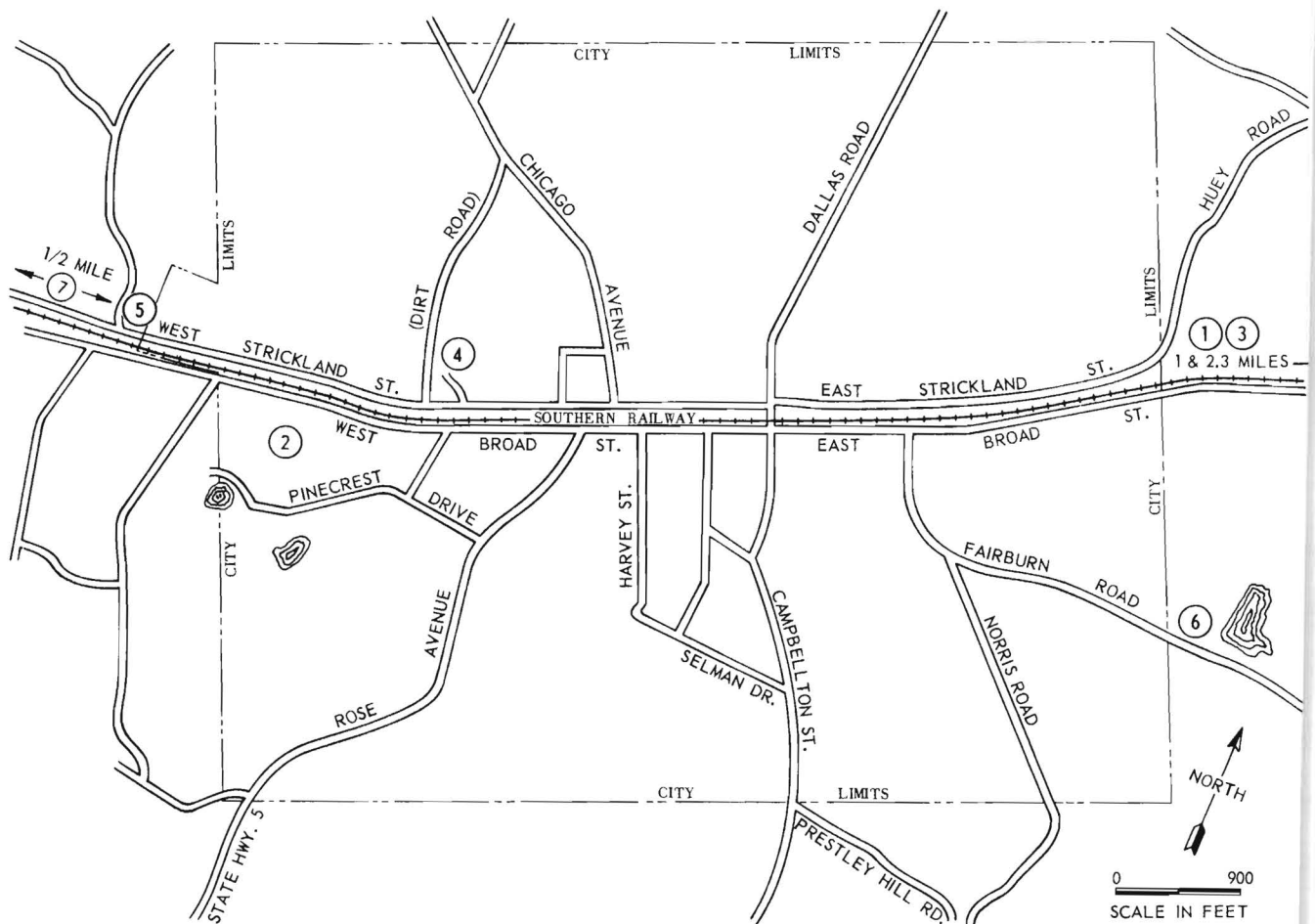


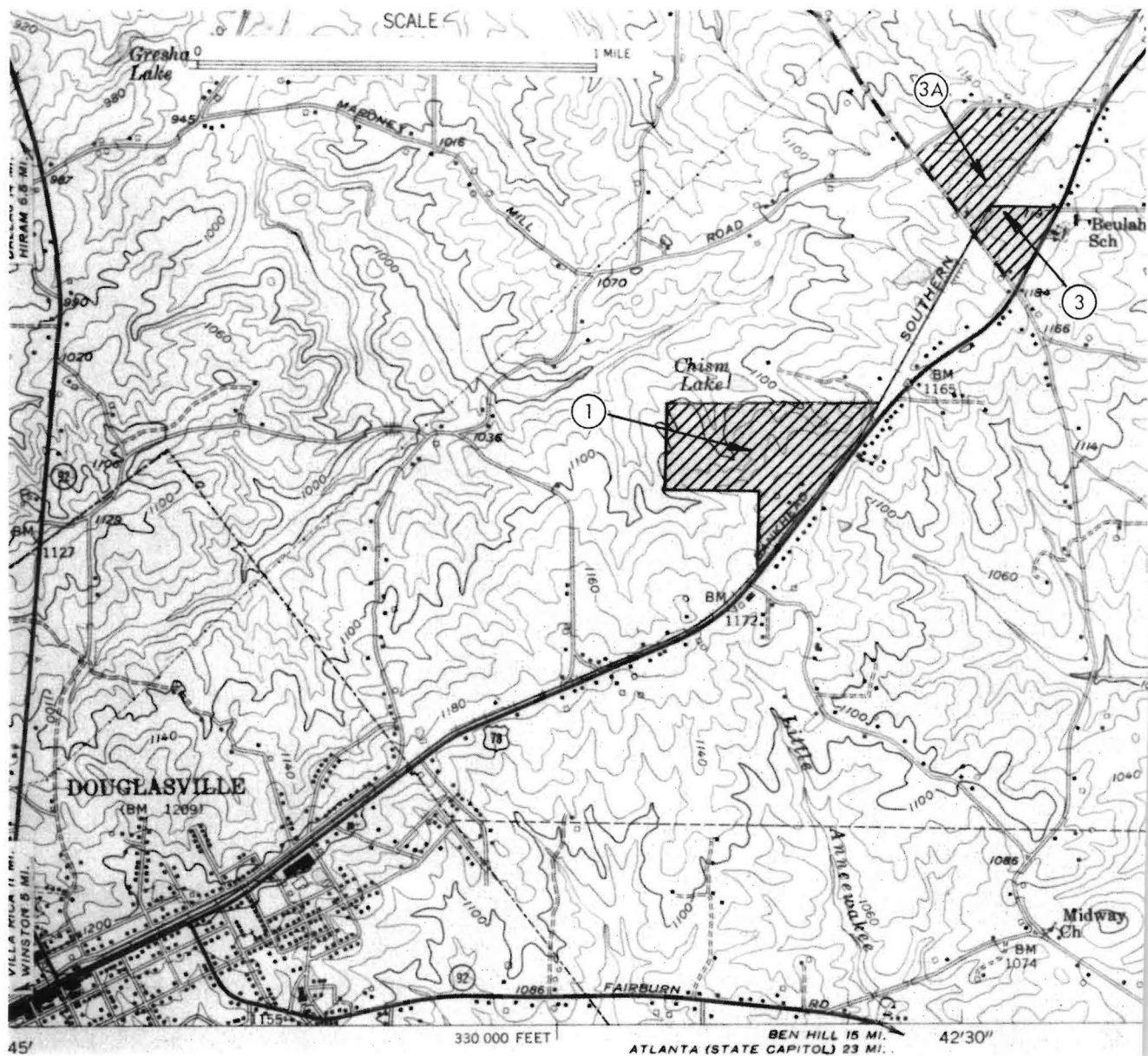
Figure 35. Index map to industrial site areas at Douglasville, Ga.

DOUGLASVILLE

Hugh Richards Tract (1) - This 80-acre tract, owned by Hugh Richards, begins about one mile east-northeast of the Douglasville city limits on the north side of the Southern Railway and the Bankhead (U. S. 78) Highway (see figure 36). It includes all of Land Lots Nos. 652 and 653 and that part of No. 733 north of the railroad. This gives a frontage of approximately 3,000 feet along the railroad from which a lead track can come off at grade at almost any point over that distance. The land stays relatively flat up to 1,000 feet or so back (north) from the railroad, with a maximum slope of no more than 6 per cent and, in places, less than 3 per cent. Much of the tract is wooded (see plate 15).

A looped 6-inch water main is available, as is a 2-inch natural gas main, along the highway; an 8-inch city sewer is available near the city limits. There is a pulpwood loading yard just southwest of this property, along the railroad, and a number of residences south across the highway.

This site offers a substantial percentage of usable acreage (probably in excess of 65 acres) within economic reach of city utilities. The long frontage of land visible from the highway makes this tract especially attractive as a "prestige" location.



(From U. S. Geol. Survey Austell quadrangle)
 Figure 36. Topographic map showing Richards (1) and Moody and other (3-3A) tracts near Douglasville, Ga.



Plate 15. The Hugh Richards tract near Douglasville, Ga.

COOSA VALLEY
Industrial Site Data

Name of Property Hugh Richards County Douglas
Owner same City or Town Douglasville Ga.
Location 1 mile east of city limits on north side of U. S. Highway 78
Holder of Option Douglas County Industrial Corp.

Option Terms _____

Owner agreement signed: Yes ___ No ___ \$1300 to
Acres in tract 70 approx. Offering price -- \$1800/acre

Inside Corporate Limits: Yes ___ No x Zoning Classification none

R. R. Service: Name of R. R. Southern Main Line: x Branch Line: ___

Tract within switching limits: Yes x No ___ Rail spur installed: Yes ___ No x

Highway:

Distance to: major highway 50 feet Highway designation U. S. 78
access street _____ Street name _____

Width of right-of-way of highway or access street: 60 feet Paved? Yes x No ___

Near a

Major Stream? Yes ___ No x If so, name: _____

Distance/direction _____

Utilities:

Water: On site? Yes ___ No x

Distance/direction to nearest connection along U.S. 78 right-of-way

Size of main 6 in. Looped x Dead-end: _____ Pressure: 75-80 lbs.

Electricity: Substation: capacity: 20,000 kva peak load 18,720 kva

Distance/direction from tract approximately 1/4-mile east

Supplier: Georgia Power Co.

Gas:

(Natural) On site? Yes ___ No x

Distance/direction to nearest connection main in U. S. 78 right-of-way

Size of main 2 in. Pressure 25-40 lbs

Supplier: Austell Gas System

Sewer: On site? Yes ___ No x Size: 8 in. City disposal plant? Yes x No ___

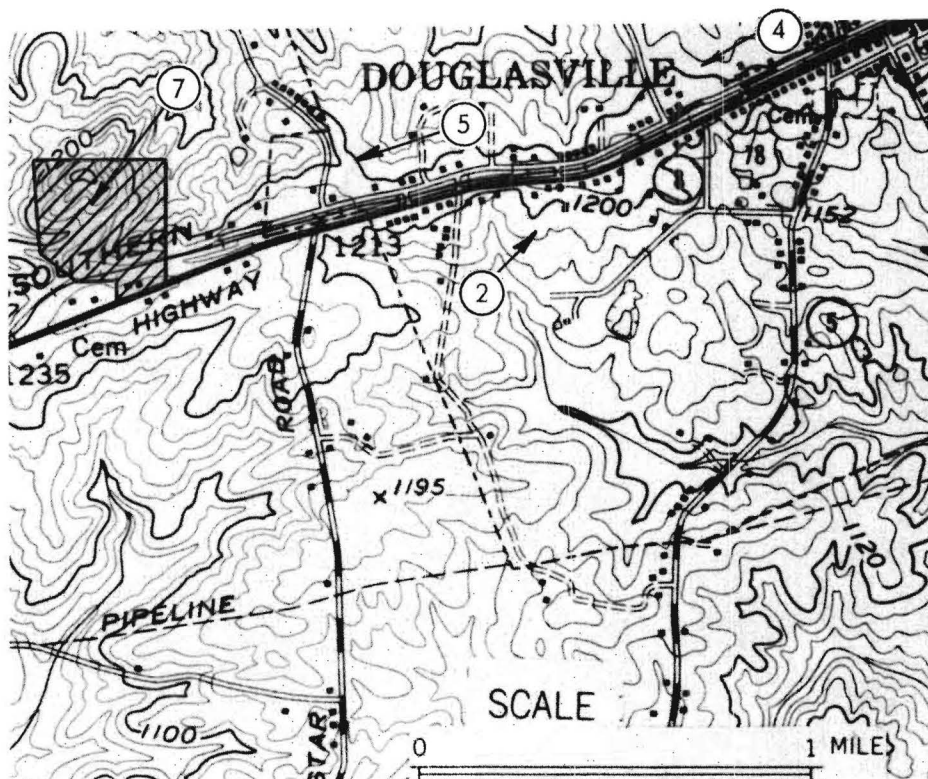
Distance/direction to nearest sewer approximately 1 mile west

Present use of property: farm and wood lands Improvements on it? none

O. B. Farrell Tract (2) - The O. B. Farrell tract of 35 acres is on the south side of U. S. Highway 78, near the western edge of the city (see figures 37 and 38). This is mainly open farmland (see plate 16) that slopes south toward a drainage line, with an elevation drop of about 60 feet from the front of the tract to the county road on the south property line.

The Southern Railway, which here parallels the north side of U. S. Highway 78, could extend a lead track into the property, but the grade might become excessive if such extension must be made very deep into the tract.

A 2 1/2-inch dead-end water main is along U. S. 78, but a 6-inch looped main is 200 feet east along that highway; pressures of these lines are 40 and 45 lbs., respectively. A 2-inch gas line with 30 lbs. pressure is in the highway at the tract, while an 8-inch sewer is available 300 feet east.



(From U.S.G.S. Villa Rica quadrangle)
Figure 37. Topographic map showing locations of Farrell (2), Huffine (4), Boyd (5) and McWhorter (7) properties at Douglasville, Ga.

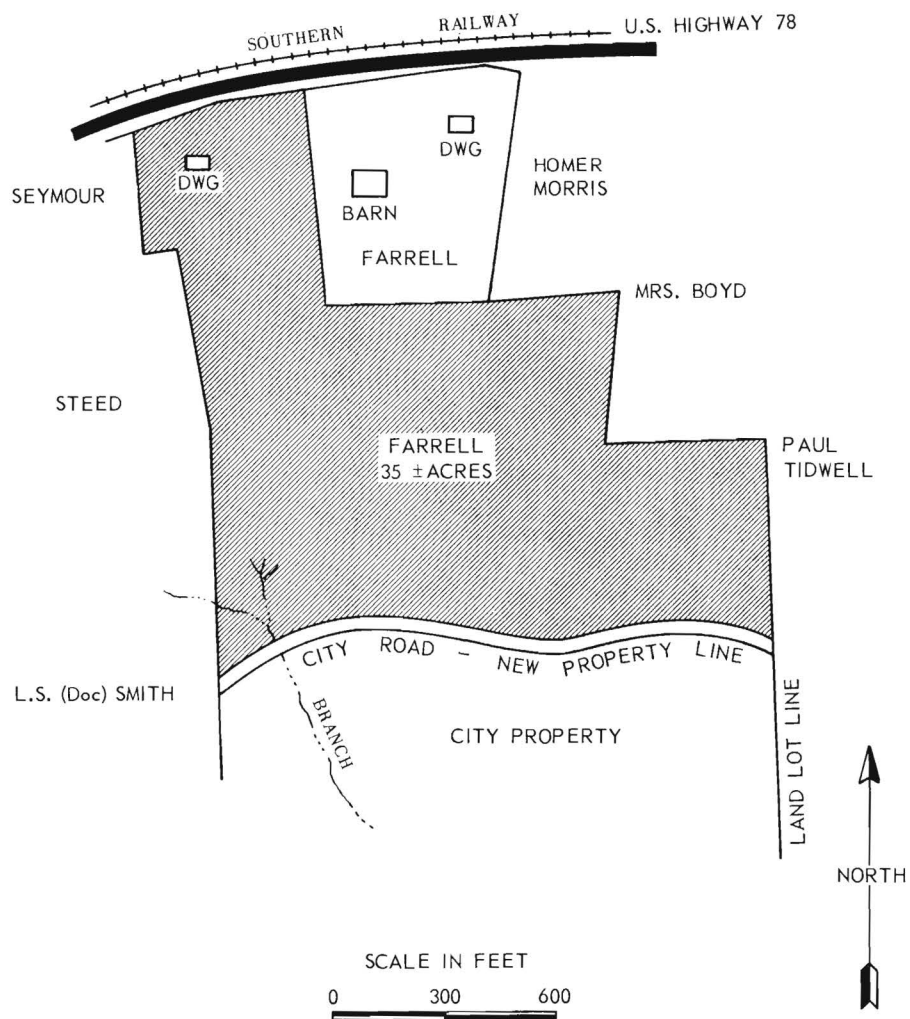


Figure 38. Property sketch of the O. B. Farrell tract at Douglasville, Ga.

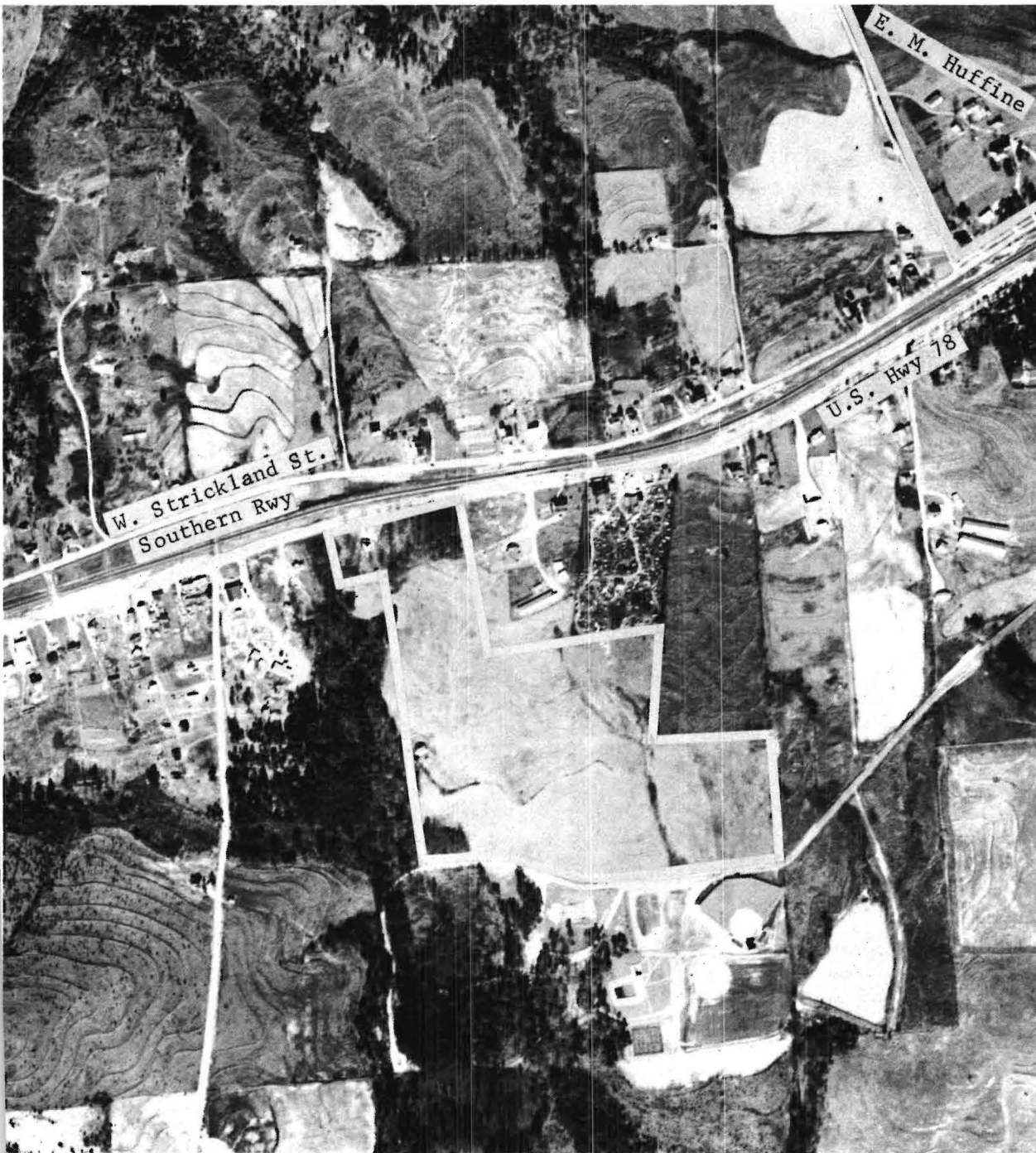


Plate 16. The O. B. Farrell tract at Douglasville, Ga.

COOSA VALLEY
Industrial Site Data

Name of Property O. B. Farrell County Douglas
Owner same City or Town Douglasville Ga.
Location west side of city and south of U.S. Highway 78

Holder of Option _____

Option Terms _____

Owner agreement signed: Yes x No _____ Terms: one year

Acres in tract 35 approx. Offering price -- \$ 1000 /acre

Inside Corporate Limits: Yes x No _____ Zoning Classification residential

R. R. Service: Name of R. R. Southern Main Line: x Branch Line: _____

Tract within switching limits: Yes x No _____ Rail spur installed: Yes _____ No x

Highway:

Distance to: major highway fronts on it Highway designation U.S. 78
access street on south line Street name county road

Width of right-of-way of highway or access street: 30 feet Paved? Yes x No _____

Near a

Major Stream? Yes _____ No x If so, name: _____

Distance/direction _____

Utilities:

Water: On site? Yes x No _____

Distance/direction to nearest connection 2½-in. main in U.S. 78 right-of-way; 6-in. main, 200 feet east in U. S. 78 right-of-way.

Size of main 6½ in. Looped: _____ Dead-end: 2½ in. Pressure: 40-45 lbs.

Electricity: Substation: capacity: 3000 kva peak load 2720 kva

Distance/direction from tract approximately 1½ miles east

Supplier: Georgia Power Co.

Gas:

(Natural) On site? Yes x No _____

Distance/direction to nearest connection in U.S. 78 right-of-way

Size of main 2 in. Pressure 30 lbs

Supplier: Atlanta Gas Light Co.

Sewer: On site? Yes _____ No x Size: 8 in. City disposal plant? Yes x No _____

Distance/direction to nearest sewer approximately 300 feet east

Present use of property: farmland Improvements on it? residence

E. M. Huffine Tract (4) - This 75- to 80-acre property is on the west side of town, fronting about 800 feet on West Strickland Street which is paralleled by the Southern Railway (see figure 37 and plate 17). There is a large frame house in the southwest corner of the property. Two other residences are west on Strickland Street to where it intersects an unpaved street. This latter street extends north to Chicago Avenue and forms the west side of the Huffine property.

The land of this tract is rolling, open fields, except for a patch of woods on the east side. Since the land surface gradually drops 80 to 100 feet to the north boundary, it is doubtful that a railroad lead track could serve this northern part, due to excessive grades. However, no one point in the tract would require more than 10 to 15 feet of grading to establish a plant site. Although this area is underlain by granite, the soil appears quite deep.

A northeast-trending drainage line would give enough slope to permit gravity flow through a sewer connecting with the Chicago Avenue trunk sewer. A looped 6-inch water main, an 8-inch sewer, and a 2-inch gas main are on West Strickland Street.

COOSA VALLEY
Industrial Site Data

Name of Property E. M. Huffine County Douglas
Owner same City or Town Douglasville Ga.
Location northwest part of city, south of West Strickland St.
Holder of Option Douglas County Industrial Corp. (oral agreement)
Option Terms indefinite
Owner agreement signed: Yes No total
Acres in tract 70 approx. Offering price -- \$ 50,000 ~~acre~~
Inside Corporate Limits: Yes x No Zoning Classification residential
R. R. Service: Name of R. R. Southern Main Line: x Branch Line:
Tract within switching limits: Yes x No Rail spur installed: Yes No x
Highway:
Distance to: major highway 150 feet south Highway designation U.S. 78
access street on three sides Street name Strickland, Chicago, ur
Width of right-of-way of highway or access street: 30 feet Paved? Yes x No
Near a
Major Stream? Yes No x If so, name:
Distance/direction
Utilities:
Water: On site? Yes x No
Distance/direction to nearest connection along W. Strickland St.

Size of main 6 in. Looped: x Dead-end: Pressure: 45 lbs.
Electricity: Substation: capacity: 3000 kva peak load 2720 kva
Distance/direction from tract approximately 1/4-mile east
Supplier: Georgia Power Co.
Gas:
(Natural) On site? Yes x No
Distance/direction to nearest connection along W. Strickland St.

Size of main 8 in. Pressure 30 lbs
Supplier: Atlanta Gas Light Co.
Sewer: On site? Yes x No Size: 8 in. City disposal plant? Yes x No
Distance/direction to nearest sewer in W. Strickland St. right-of-way

Present use of property: farmland Improvements on it? residence an
 outbuilding



Plate 17. The E. M. Huffine property at Douglasville, Ga.

O. B. Boyd Tract (5) - Considerable acreage is owned by O. B. Boyd just west of the city limits on the north side of the Southern Railway and West Strickland Street (see figure 37). Here, from the city limits to a north-trending unpaved road, over a depth of 1,000 feet north, the land is quite level and open, except for young pine trees. Similarly open level land is west of the unpaved road for some 500 feet, then the land drops sharply away. Thus, there are about 30 acres of usable site land here, including a lot and house at the corner of the unpaved road. However, local information is that this Boyd property is not presently available.

A railroad lead track could enter this property about 100 yards west of the railroad crossing in front of the house. This crossing would give access to U. S. 78, or the downtown area is accessible via Strickland Street.

A 6-inch water main is at the city limits, a gas main is along U. S. 78, and a trunk sewer can be tapped about 300 feet east along the highway.

McWhorter Tract (7) - The 84-acre McWhorter property, owned by R. H. Cording of Atlanta, is about one-half mile west of the city limits and fronts 440 and 1,330 feet, respectively, along U. S. 78 and the Southern Railway.

In the southwest quadrant of this tract is an area of about 25 acres over which the elevation difference ranges from 20 to 40 feet (see figure 37). A lead track into this part of the property is considered practicable by the Southern Railway. The remainder of the property rises east and north into wooded ridges that reach elevations of 140 feet above railroad level.

That part of the property between the highway and railroad would be well suited for office buildings of any industry locating here.

A 6-inch water main is at the city limits and a 2-inch gas main is along U. S. Highway 78. Connection to an 8-inch trunk sewer would be less than a mile east along the highway.

J. E. Moody Tract (3) - This 37-acre property, west of Beulah School, is a relatively flat open field area that extends from the Bankhead (U. S. 78) Highway to the Southern Railway. A paved county road bounds the southwest side, and the north line of Land Lot 559 is the north boundary.

However, if this Moody tract can be acquired, it is desirable that the additional field land northwest across the railroad be acquired within the northwest-trending paved county road and the east-northeast-trending dirt road that connects the county road with the Bankhead Highway. (See 3a of figure 36.) Since granite outcrops are common along that dirt road, it is recommended that this property be test bored to determine soil depth.

The land between the railroad and Bankhead Highway north of a line even with the Beulah School road would not be available as this is already developed commercially and residentially and includes a baseball park and a sub-station of Georgia Power Company.

A rail lead can enter the Moody tract at grade by taking off at a point southwest of the railroad crossing of the paved county road. A looped 6-inch water main is along the Bankhead Highway, and the county water tank is less than one-quarter of a mile southwest across that highway. There is also a 2-inch gas main of the Austell gas system along the highway, and connection can be made to an 8-inch sewer at the city limits.

Kirkley Property (6) - A 75-acre tract that fronts on State Highway 92, just beyond the east city limits, is owned by Mrs. B. R. and Jack Kirkley (see figure 35). The property extends north nearly to the Bankhead Highway and, on the east, is near a cloverleaf interchange of Federal Interstate Highway 75 now under construction.

An artificial lake extends from near the middle of the highway frontage almost to the east boundary. The land rises west from the lake to about 40

feet in the higher parts, but there are 15 to 20 acres that crown into a relatively flat area about 20 feet above the level of State Highway 92. This flatter area, with minimum grading, would make a satisfactory plant site. Northward, however, the land slopes steeply into a deep ravine and then rises over 100 feet to the Bankhead Highway some 2,000 feet distant. Obviously the grade is too steep in this northern part to permit bringing a lead track from the Southern Railway which parallels the Bankhead Highway.

Installation of an 8-inch water main along the unpaved road that marks the east boundary of this property has been proposed. Gravity flow of sewage or wastes can be provided from this property to the nearby city sewage disposal plant.

The limited amount of usable industrial acreage in this property would not justify its development, if such acreage cannot be acquired without buying the entire property.

FLOYD COUNTY

Rome is the county seat of Floyd County and principal city of the 11-county Coosa Valley region. Although it is a sizable city and trading center for a large part of Northwest Georgia, it does not completely dominate the Coosa Valley region because, as already noted, both Chattanooga and Atlanta are metropolitan areas toward which certain of the counties are economically oriented, rather than toward Rome.

Rome is situated at the junction of the Oostanaula and Etowah rivers which join there to form the Coosa River. The minimum daily flow of this river in the Rome area is 562 million gallons.* Rome has attracted two sizable industries to river locations, namely, a rayon plant of Celanese Corporation on the Oostanaula River and related plants of Rome Kraft and Inland Container on the Coosa River, west of the city. Even this limited development along the river has not been without difficulty, since the Rome Kraft-Inland Container site required extensive grading operations.

The present survey has failed to find any river site locations with extensive acreages of suitably level land, within economic reach of railroad, power, and other utility services. The Weathers property near Coosa, some 7 miles west of Rome on the Coosa River, offers most of these advantages, although it is not directly on the river (see site No. 10). Probably the best river site within the general Rome area is the Reeves site on the Oostanaula River, described under site No. 19 of Gordon County. However, even there flooding may be a problem.

On the whole, Rome has a reasonably good selection of railroad sites, within or near the city (see figure 39). Although these are scattered, most

* Thomson, M. T., and others, The Availability and Use of Water in Georgia. Georgia Department of Mines, Mining & Geology Bulletin 65 (1956), p. 125.

of them are already served by city utilities, but this random distribution of industrial properties probably has caused undue servicing costs and will continue to be uneconomic. There is, consequently, much to justify the present thinking of the Rome-Floyd County Industrial Development Authority about acquiring a substantial acreage for development into an industrial district (see site No. 12). In our opinion, Rome needs the protection of its economic future that an industrial district could give. As is recognized in the present survey of Rome's industrial properties, attractive sites even now are quite limited and, within another 25 years, most of these are not going to be available. Hence, it only makes sense that the city should begin now to plan where and how they are to accommodate the industrial growth that a city of this size can expect to get over the next quarter century or so. If the new industries that Rome can attract cannot be satisfactorily located here, it is certain the growth of the city will not long continue.

In the survey of this county, both Lindale and Shannon were excluded since these are "company" towns of large textile mills and normally such communities have no reason for attracting additional industry.

Cave Spring is the only other community which appears to have any industrial potential, and its small size, lack of a natural gas supply, and limited water and sewer systems minimize the possibilities for locating any substantial industrial operations. Nevertheless, there are several excellent sizable site areas of which the Montgomery farm is probably the most attractive (see figure 46).

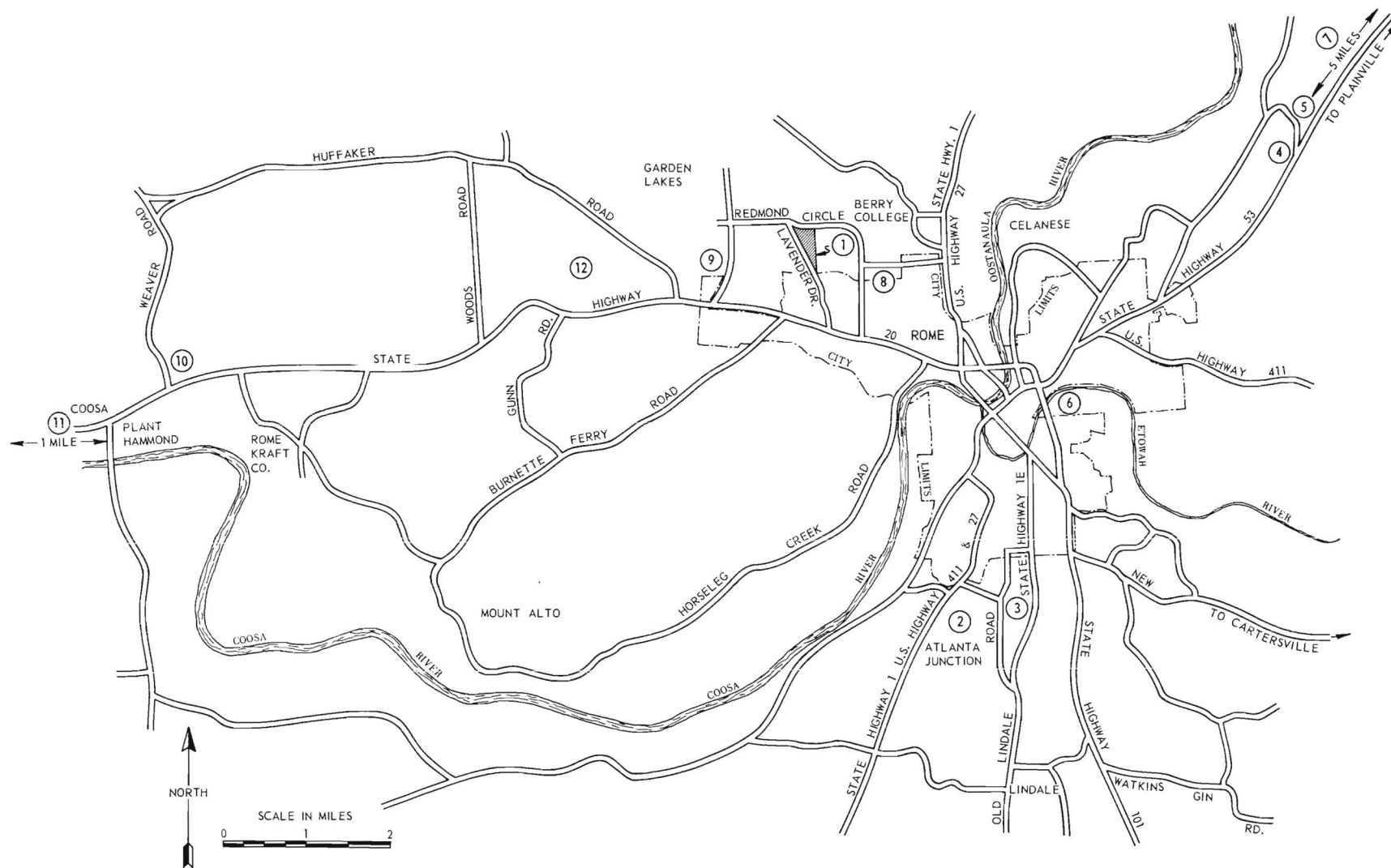


Figure 39. Index map to industrial sites in the Rome, Ga., area.

ROME

Redmond Circle Tract of Empire Land Company^{*} (1) - This 70-acre tract, owned by the Central of Georgia Railway whose tracks form the south boundary, has been cleared of timber in its western half and plans have been developed by the railroad for grading and installation of rail leads within the property (see figure 40 and plate 18). The underlying bedrock formation apparently is shale so that no difficulties should be experienced in grading.

General Electric's transformer plant is west across Lavender Drive, Rome Frozen Foods plant is on the south along the railroad, and Battey State Hospital adjoins the tract to the east. Due to the proximity of the above industrial and institutional operations, the utilities at this site are adequate for the proposed development of this tract and include a looped 16-inch water main, 8-inch natural gas line, and a 12-inch sewer.

North across Redmond Circle are 100 acres or more owned by Berry Schools. This is relatively level land that could be adapted to industrial use.

* Empire Land Company is a wholly owned subsidiary of the Central of Georgia Railway.

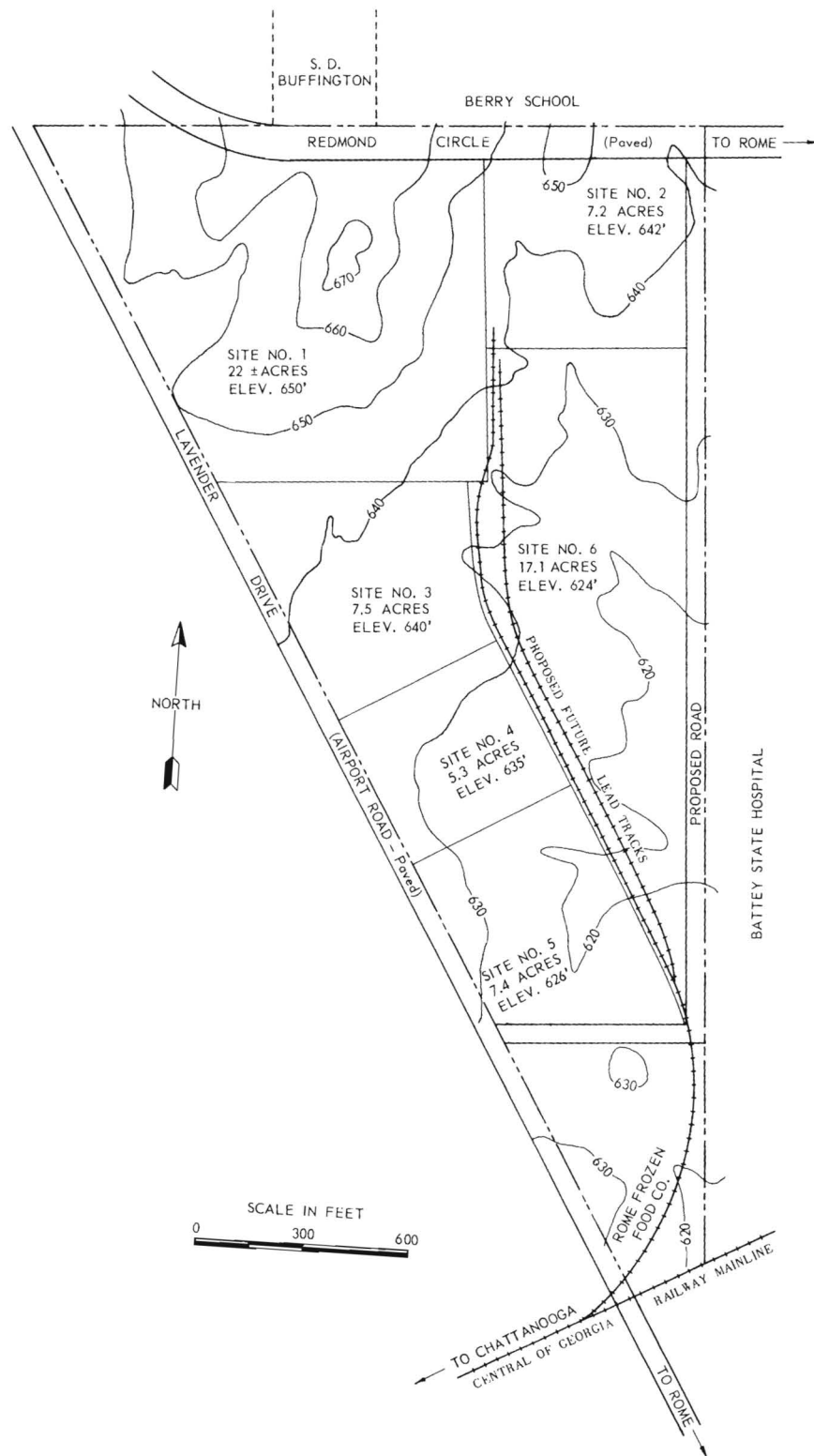
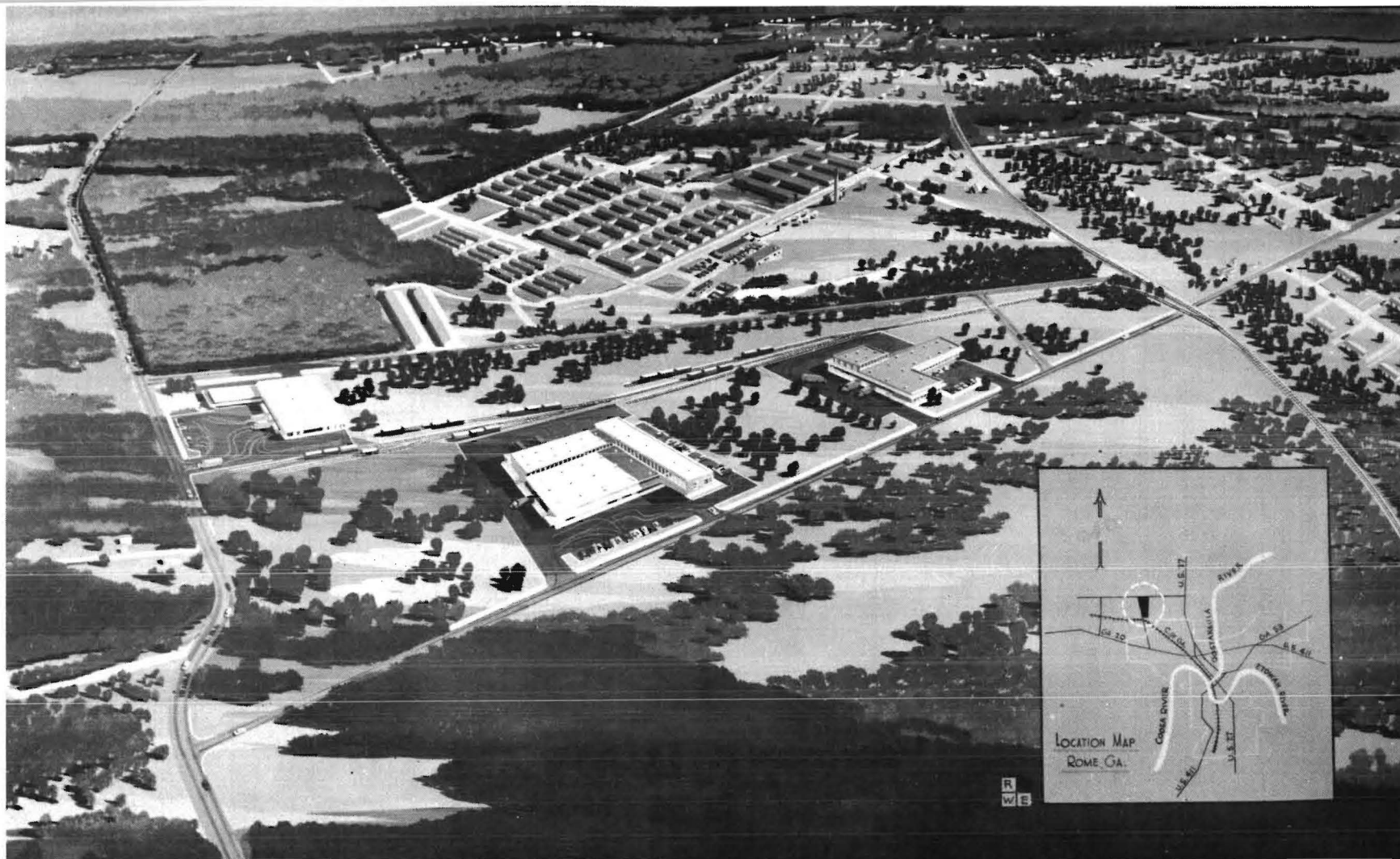


Figure 40. Proposed site plan for the Redmond Circle property of the Empire Land Company at Rome, Ga.



(Photo courtesy of
Central of Georgia Railway)
Plate 18. Artist's conception of the completed industrial
developments on the Redmond Circle property of
Empire Land Company at Rome. Note Battey State
Hospital in background.

COOSA VALLEY
Industrial Site Data

Name of Property Redmond Circle Tract County Floyd
Owner Empire Land Company City or Town Rome Ga.
Location 4 miles northwest of center of city
Holder of Option listed with Hardy Trust Co., Rome
Option Terms _____
Owner agreement signed: Yes No Subject to negotiation
Acres in tract 70 approx. Offering price -- \$ /acre
Inside Corporate Limits: Yes No Zoning Classification none
R. R. Service: Name of R. R. Central of Georgia Main Line: x Branch Line:
Tract within switching limits: Yes x No Rail spur installed: Yes x No
Highway: 0.6 mile south wye installed
Distance to: major highway 1.6 mile east Highway designation State 20, U. S.
access street fronts on it Street name Redmond Circle
Width of right-of-way of highway or access street: 60 feet Paved? Yes x No
Near a _____
Major Stream? Yes No x If so, name: _____
Distance/direction _____
Utilities:
Water: On site? Yes x No
Distance/direction to nearest connection _____
Size of main 16 in. Looped: x Dead-end: Pressure: 80 lbs.
Electricity: Substation: capacity: kva peak load kva
Distance/direction from tract _____
Supplier: Georgia Power Co.
Gas:
(Natural) On site? Yes x No
Distance/direction to nearest connection _____
Size of main 8 in. Pressure 90 lbs.
Supplier: Atlanta Gas Light Co.
Sewer: On site? Yes x No Size: 12 in. City disposal plant? Yes No
Distance/direction to nearest sewer _____
Present use of property: vacant land Improvements on it? none

"Atlanta Junction" Tract of Southern Railway (2) - This property, identified by the Southern Railway as its "Atlanta Junction" tract, consists of 26 acres that are south of the Old Furnace Road and west of the railroad (see figure 41 and plate 19). Access is by a dirt road along the railroad. The land is open except for scattered trees and bushes and is slightly rolling, with elevation differences within a 15-foot range. There is an installed lead track in the southeast part of the property. A proposed connector road from the interchange off the Rockmart (State 101) Highway to U. S. Highway 27 will cross the south side of this tract. A feed mill and a bulk oil station fronting on Old Furnace Road adjoin on the north side. McHenry Public School is to the southwest, and between it and this property is additional land now used as a junk yard that might be acquired; if so, a total of around 50 acres could be assembled here.

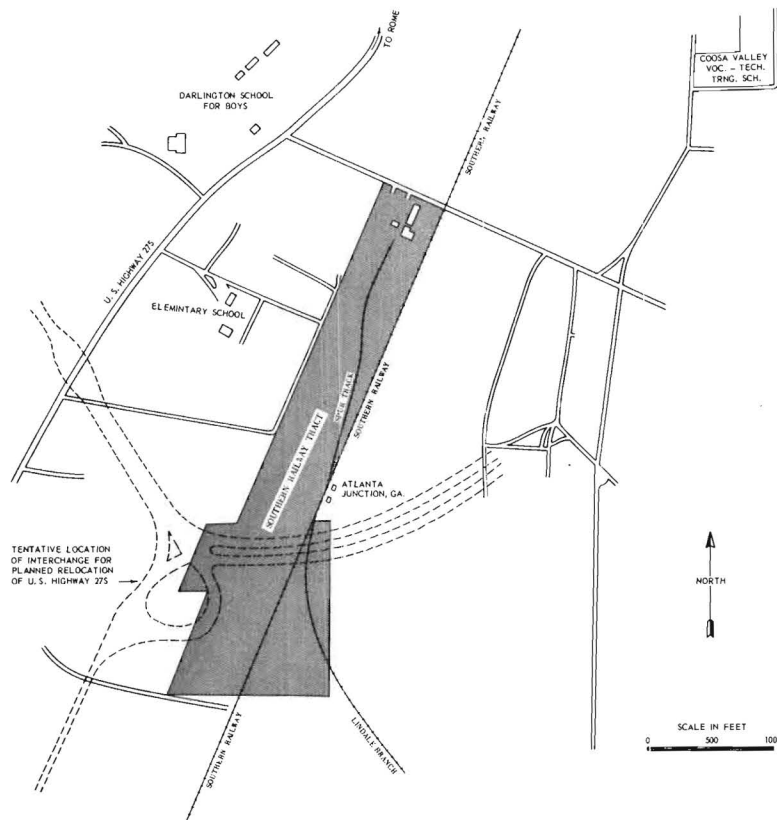


Figure 41. Property sketch of the "Atlanta Junction" tract of the Southern Railway at Rome, Ga.

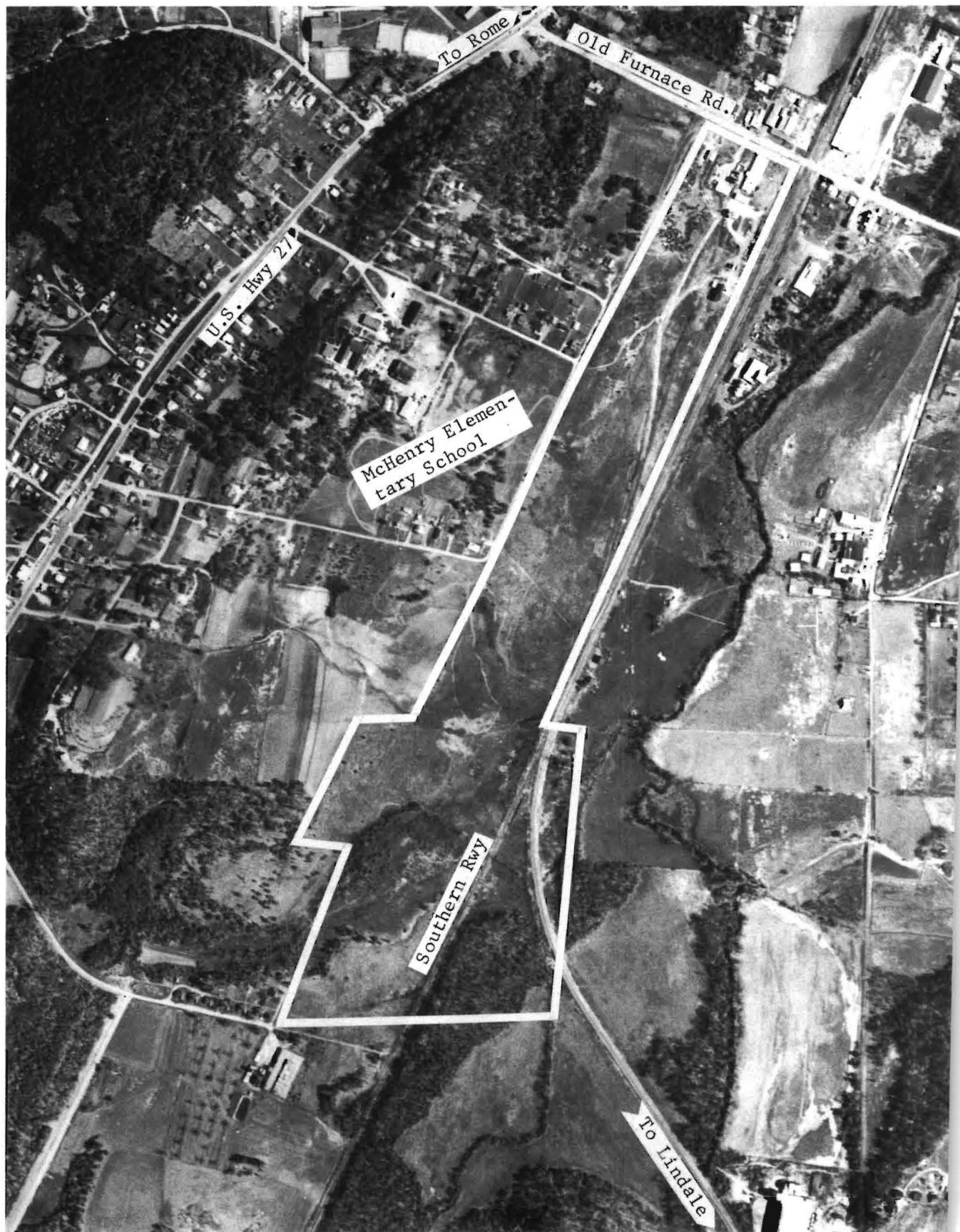


Plate 19. "Atlanta Junction" tract of the Southern Railway at Rome, Ga.

Old Lindale Road Tract of Empire Land Company^{*} (3) - This property, owned by the Central of Georgia Railway, lies between that road's main line and the Old Lindale Road to the west, beginning about one-third of a mile south of the Rome city limits. The land is partly wooded (see plate 20).

The Coosa Valley Vocational-Technical School is north of this property, just south of the city limits and north of the Old Furnace Road.

The plan of development for this property, as prepared by the railroad, is shown in figure 42. The proposed connector road mentioned in the preceding site discussion is planned to cut through this tract. The limited outcrop exposures indicate shale with some interbedded sandstone layers as the bedrock formation underlying this property.

An 8-inch natural gas line and a 6-inch water main are adjacent to the site. A 12-inch sewer is 2,400 feet north. Drainage from the property is to Silver Creek, and this would make it possible to dispose sewage into a trunk sewer along that creek.

* Empire Land Company is a wholly owned subsidiary of the Central of Georgia Railway.

COOSA VALLEY

Industrial Site Data

Name of Property Old Lindale Road Tract County Floyd
Owner Empire Land Company City or Town Rome, Ga.
Location about 4½ miles south of center of city, on Old Lindale Road
Holder of Option listed with Hardy Trust Co., Rome
Option Terms _____
Owner agreement signed: Yes No subject to
Acres in tract 150 approx. Offering price -- \$ /acre negotiation
Inside Corporate Limits: Yes No x Zoning Classification none
R. R. Service: Name of R. R. Central of Georgia Main Line: x Branch Line:
Tract within switching limits: Yes x No Rail spur installed: Yes No x
Highway: 3600 ft. east State 101
Distance to: major highway 3000 ft. west Highway designation U.S. 27-411
access street fronts on it Street name Old Lindale Road
Width of right-of-way of highway or access street: feet Paved? Yes x No
Near a
Major Stream? Yes x No If so, name: Silver Creek
Distance/direction approximately 1200 feet west
Utilities:
Water: On site? Yes x No
Distance/direction to nearest connection _____
Size of main 6 in. Looped: x Dead-end: Pressure: 80 lbs.
Electricity: Substation: capacity: kva peak load kva
Distance/direction from tract _____
Supplier: Georgia Power Company
Gas:
(Natural) On site? Yes x No
Distance/direction to nearest connection _____
Size of main 8 in. Pressure 160 lbs
Supplier: Atlanta Gas Light Company
Sewer: On site? Yes No x Size: 12 in. City disposal plant? Yes No
Distance/direction to nearest sewer 2400 feet north
Present use of property: vacant land Improvements on it? none

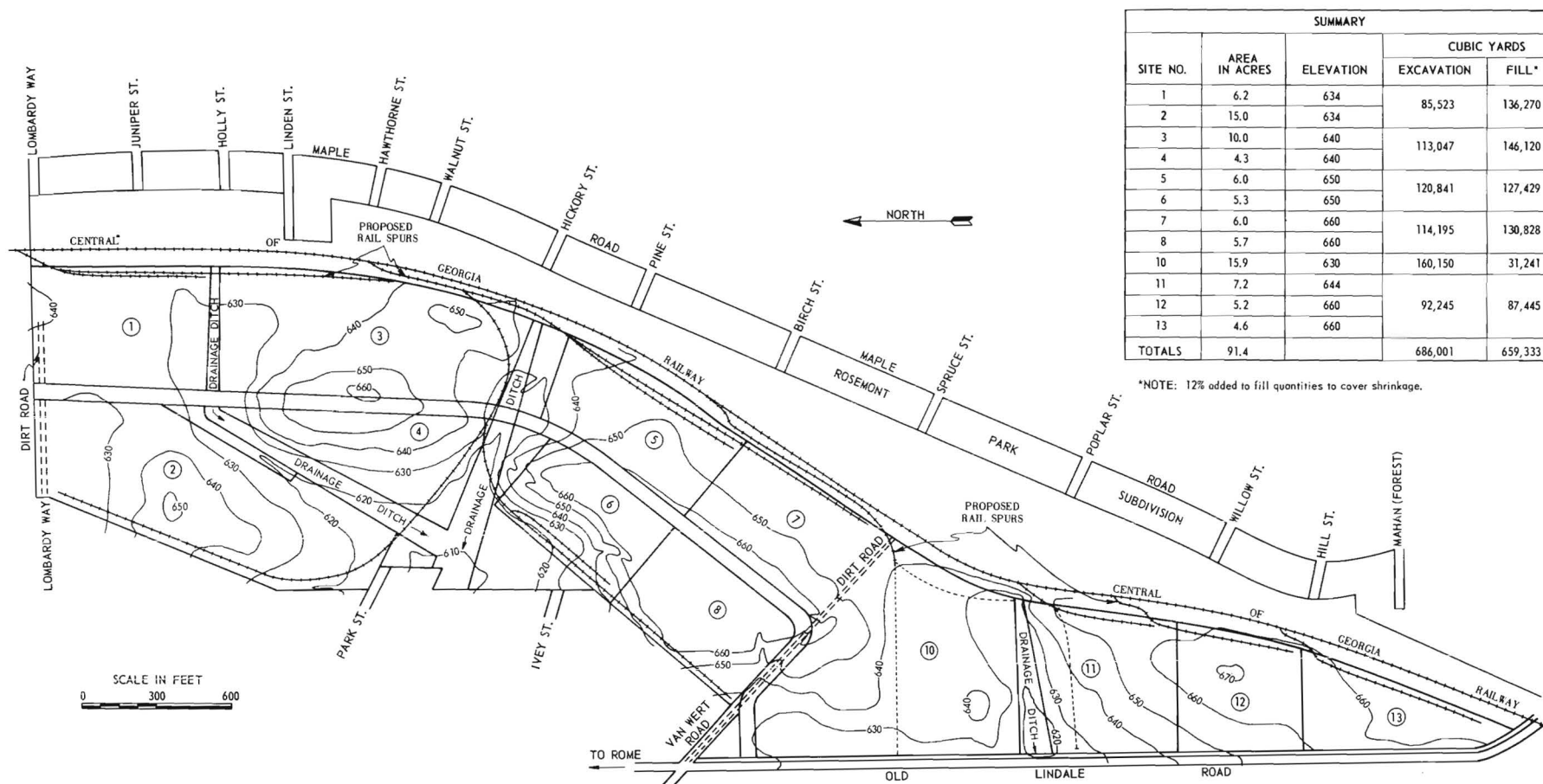
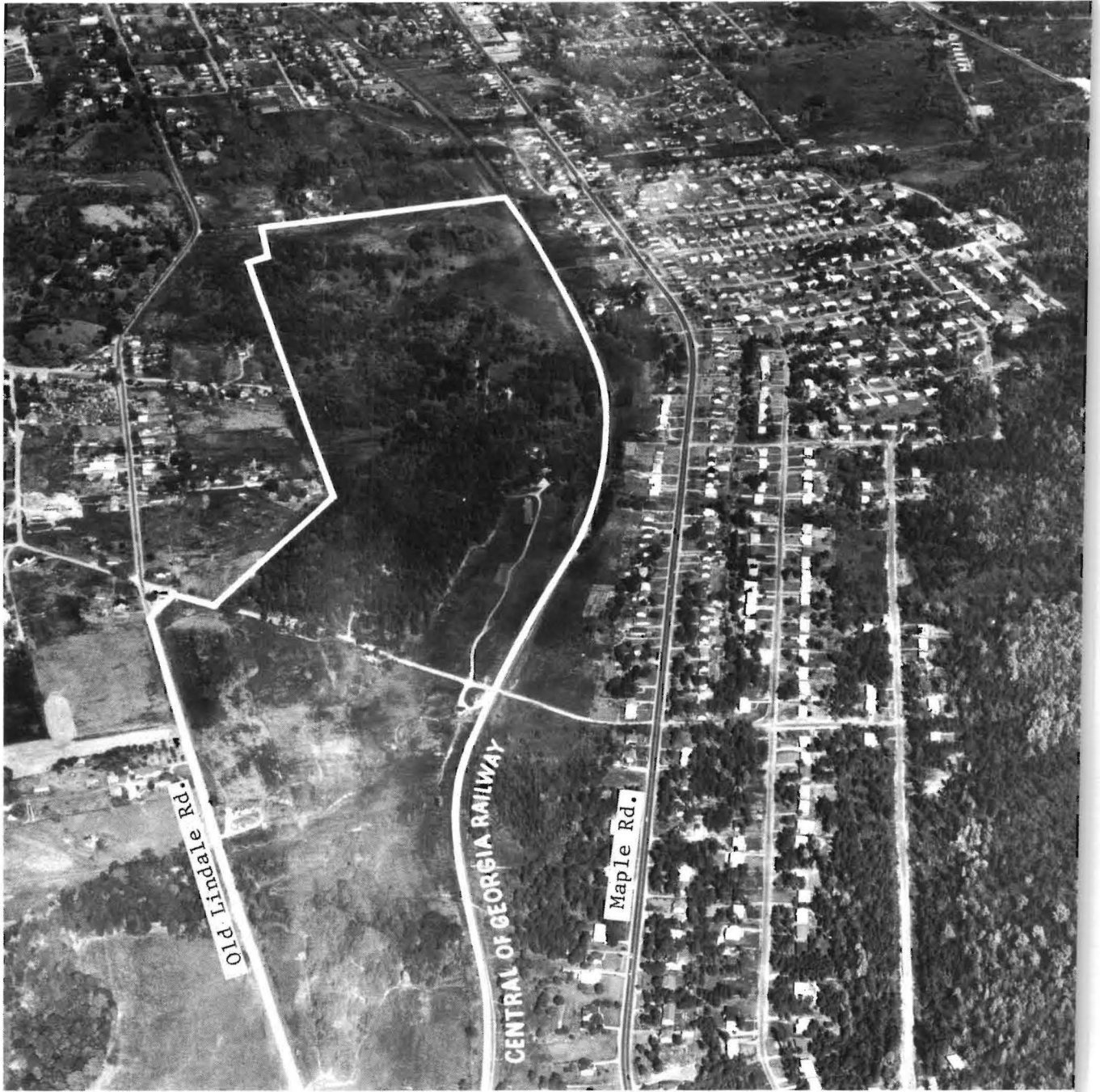


Figure 42. Proposed site plan for the "Old Lindale Road" tract of the Empire Land Company at Rome, Ga.



(Photo courtesy of Georgia Power Co.)
Plate 20. "Old Lindale Road" property of the Empire Land Company
at Rome, Ga.

Gillam and Dellinger Tract (5) - This property, owned by J. A. Gillam and W. E. Dellinger, consists of 50 acres on the west side of State Highway 53 about 3 miles northeast of its junction with old U. S. 411 in Rome. It offers an excellent prestige site, since there are about 2,250 feet of highway frontage (see figure 43). This is mainly open pasture land with 5 feet or less elevation differences; part of the western side of the tract is wooded and a wooded ridge spur extends into the property on the north side (see plate 21). This ridge spur, about 400 feet wide and extending some 300 feet into the property, rises to about 15 feet above the general level of the tract.

A rail spur from the Southern Railway can take off from the main line just north of its crossing with the dirt road that extends from State Road 53 through the approximate middle of the tract. Some shallow cuts across the tip of the above-mentioned wooded spur may be necessary in order to properly position the railroad trackage on the east half of the tract.

Sewerage is not available here, but the Floyd County Water Department has a 6-inch water main to the drive-in theater on the adjacent property. The Atlanta Gas Light Company has a 4-inch high-pressure natural gas distribution main along the right-of-way of State Road 53, and Southern Natural Gas Company also has a gas transmission line along that highway.

COOSA VALLEY
Industrial Site Data

Name of Property Gillam & Dellinger County Floyd
Owner J. A. Gillam and W. E. Dellinger City or Town Rome, Ga.
Location 5 miles northeast of Floyd County Courthouse on State Highway 53
Holder of Option listed by Hardy Trust Co., Rome
Option Terms _____
Owner agreement signed: Yes No total tr. _____
Acres in tract 50 approx. Offering price -- \$30,000 /~~acre~~
Inside Corporate Limits: Yes No x Zoning Classification none
R. R. Service: Name of R. R. Southern Main Line: x Branch Line:
Tract within switching limits: Yes x No Rail spur installed: Yes No x
Highway:
Distance to: major highway fronts on it Highway designation State 53
 access street _____ Street name _____
Width of right-of-way of highway or access street: 60 feet Paved? Yes x No
Near a _____
Major Stream? Yes x No If so, name: Oostanaula River
Distance/direction 1 mile west
Utilities:
Water: On site? Yes No x
Distance/direction to nearest connection 250 feet south
Size of main 6 in. Looped: Dead-end: x Pressure: known lbs. ^{not}
Electricity: Substation: capacity: _____ kva peak load _____ kva
Distance/direction from tract _____
Supplier: Georgia Power Company
Gas:
(Natural) On site? Yes x No
Distance/direction to nearest connection _____
Size of main 4 in. Pressure 30-35 lbs.
Supplier: _____
Sewer: On site? Yes No x Size: 10 in. City disposal plant? Yes No
Distance/direction to nearest sewer about 2 miles south on State Highway 53
Present use of property: Pasture, crop land Improvements on it? none

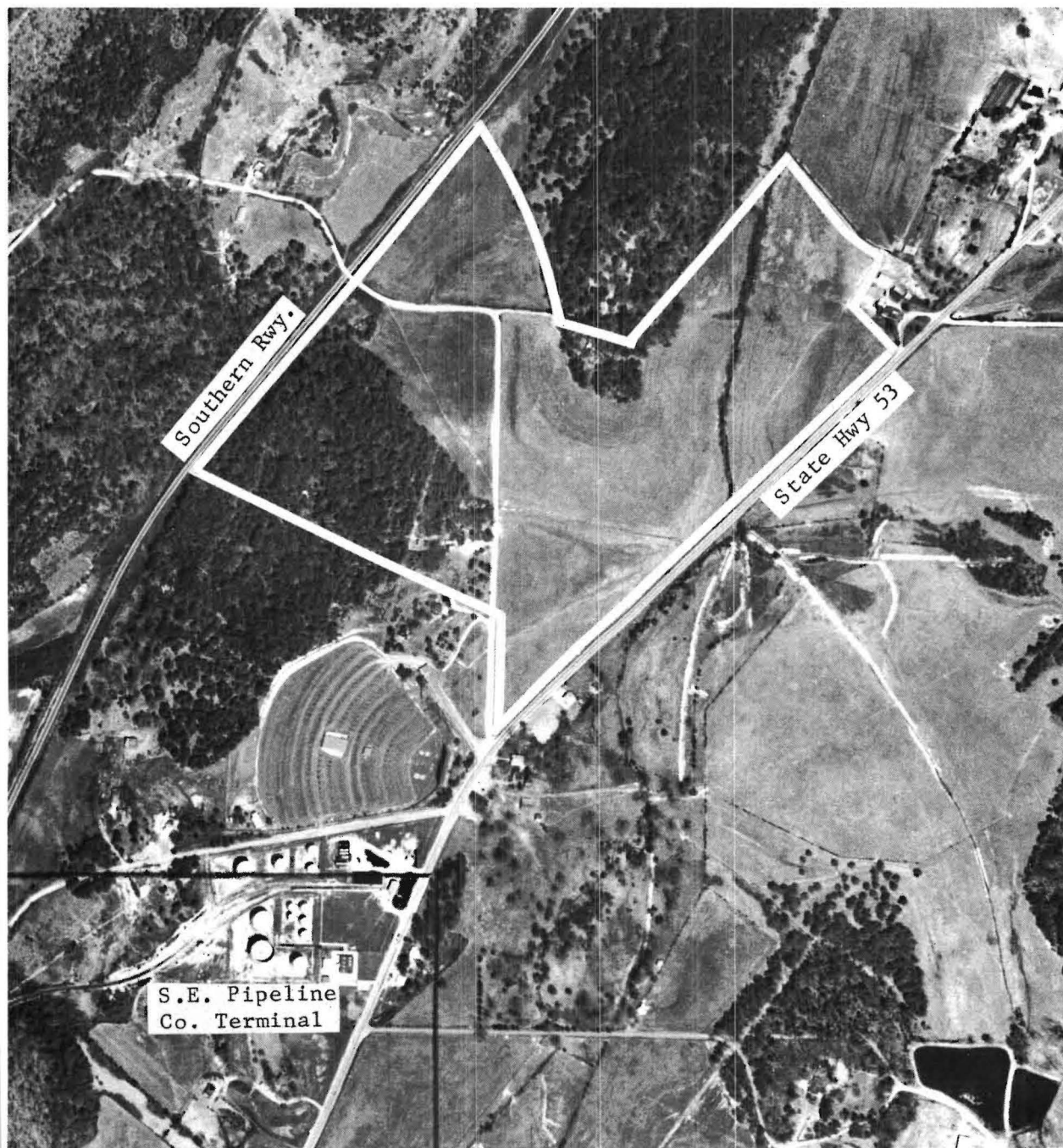


Plate 21. The Gillam and Dellinger tract about 3 miles northeast of Rome, Ga.

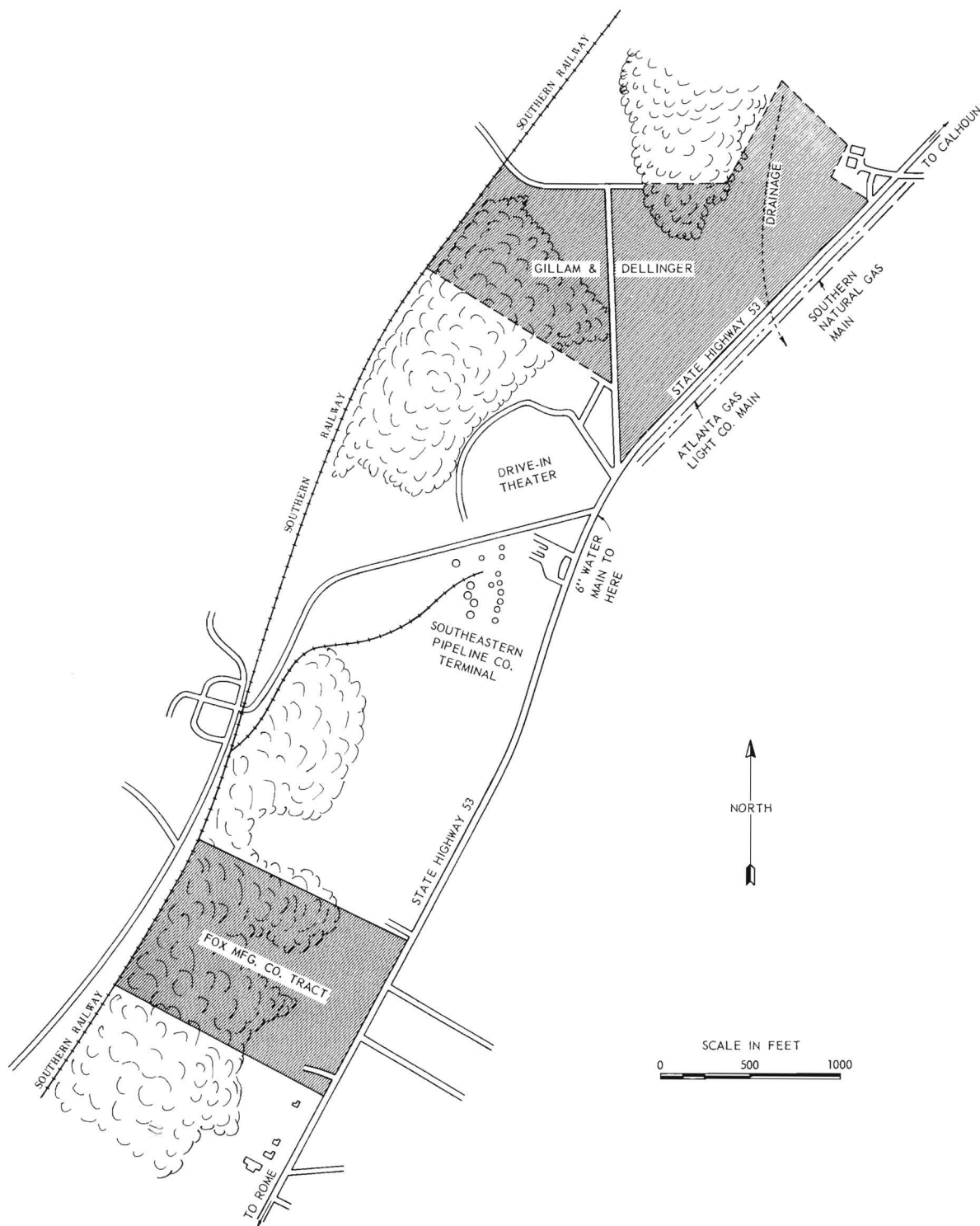


Figure 43. Property sketches of the Gillam and Dellinger and Fox Manufacturing Company tracts near Rome, Ga.

Fox Manufacturing Company Tract (4) - A 25-acre site is owned by this company on the west side of State Highway 53, a short distance southwest of the above-described Gillam and Dellinger tract (see figure 43). The property extends west to the Southern Railway and is quite level with elevation differences within a 10-foot range, excepting a high ridge that comes into the tract from the south. The land is moderately wooded, mainly by young pine, except on the ridge where the timber is heavier (see plate 22). A small drainage line crosses near the middle of the property.

There is a 6-inch water main and a 4-inch high-pressure natural gas main of the Atlanta Gas Light Company along State Highway 53, as well as a gas transmission line of Southern Natural Gas Company.

Extension of a railroad lead track into the main body of this property will necessitate skirting the north end of the ridge but this should be possible without undue difficulty.

COOSA VALLEY
Industrial Site Data

Name of Property Fox Manufacturing Company County Floyd
Owner same City or Town Rome, Ga.
Location 1 3/4 miles northeast from city limits on State Highway 53

Holder of Option for information, contact Hardy Trust Co., Rome

Option Terms _____

Owner agreement signed: Yes___ No___ Subject to negotiation
Acres in tract 25 approx. Offering price -- \$_____/acre

Inside Corporate Limits: Yes___ No~~x~~ Zoning Classification none

R. R. Service: Name of R. R. Southern Main Line: x Branch Line:___

Tract within switching limits: Yes x No___ Rail spur installed: Yes___ No x

Highway:

Distance to: major highway fronts on it Highway designation State 53
access street _____ Street name _____

Width of right-of-way of highway or access street: 60 feet Paved? Yes x No___

Near a
Major Stream? Yes___ No x If so, name: _____

Distance/direction _____

Utilities:

Water: On site? Yes x No___
Distance/direction to nearest connection in State 53 right-of-way

Size of main 6 in. Looped:___ Dead-end: x Pressure: not known lbs.

Electricity: Substation: capacity: _____ kva peak load _____ kva
Distance/direction from tract _____

Supplier: Georgia Power Company

Gas:

(Natural) On site? Yes x No___
Distance/direction to nearest connection in State 53 right-of-way

Size of main 4 in. Pressure 30-35 lbs.

Supplier: Atlanta Gas Light Company

Sewer: On site? Yes___ No x Size: _____ in. City disposal plant? Yes___ No___
Distance/direction to nearest sewer _____

Present use of property: none Improvements on it? old frame hou

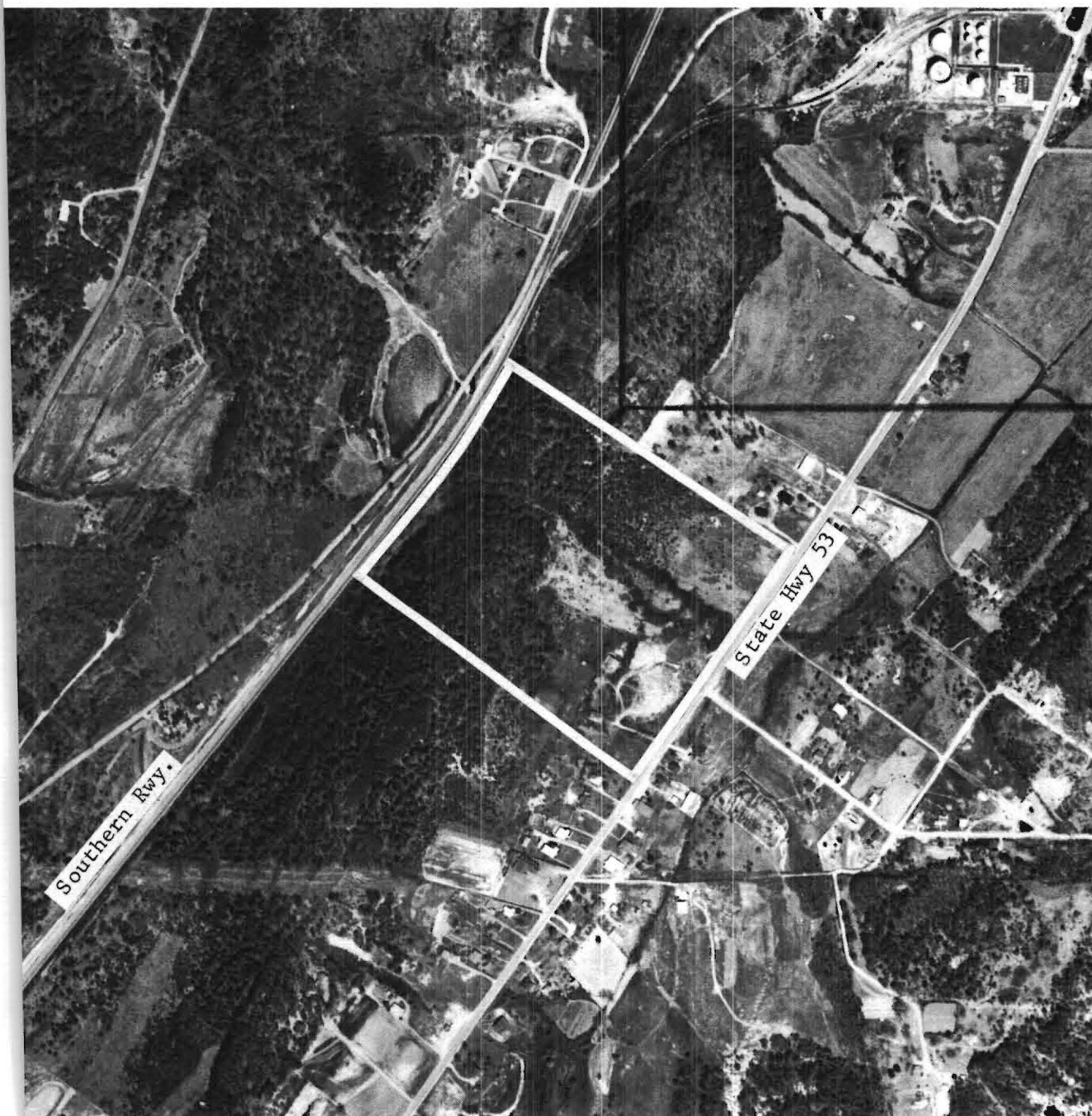


Plate 22. The Fox Manufacturing Company tract about 3 miles northeast of Rome, Ga.

Al Ledbetter Property (6) - In the bend of Etowah River back of the East Rome High School and east of the Southern Railway, on property owned by Mr. Al Ledbetter, is a large borrow pit from which dirt was taken to fill the high school property. Presently, this area consists of a series of pits, partly water-filled, but it appears practicable to refill some 20 to 25 acres to a maximum depth of 15 to 20 feet in order to put the land surface above the flood level of nearby Etowah River. The Allatoona Dam, upstream near Cartersville, has materially reduced flooding at Rome, so that filling only to the minimum level above flood is necessary. The fill dirt can come from adjacent parts of the flood plain that are farther removed from the railroad. Because this property is along the railroad and within easy access of a major traffic route - Brooks Boulevard (see figure 39), it is believed that the land value is sufficient to warrant reclaiming this part of the property for light industry or warehouse use.

The railroad is on a long trestle along most of the west side of this borrow pit area, and a lead track into this area would necessitate a fairly long fill starting from the south about the Georgia Power Company service building. Highway access might have to be developed from Cherry Street, east of the railroad. City utility services would be available to this property.

Berry School Property (8) - The Berry Schools own a 40-acre tract south of Redmond Circle, between Division Street and Welch Avenue, that is bisected by a Central of Georgia Railway lead track which serves a rock quarry farther north off Redmond Circle (see figure 39). This property, heavily covered with pine trees, is quite level west of the railroad, but east of the tracks, it breaks about midway toward Welch Avenue and slopes down 15 to 20 feet to a drainage line along that street. A spur track could come off at grade almost anywhere along the present lead.

Yarborough and Cooperative Producers Association Tracts (9) - These two 30-acre tracts lie west of Redmond Circle and north of the West Rome High School. The north tract, listed for sale by the owner - F. M. Yarborough of Florida, is north of the Central of Georgia Railway and west across the street from the General Electric plant. It is largely open pasture land. Adjoining on the north is a strip owned mainly by Furr & Edwards Tower Erecting Company; in the northeast corner of the strip the Mid-Continent News Company has its lot and building (see figure 44). The land in the southern part of this tract is fairly level, with a shallow drainage line extending east-west near its middle, but northward from this low area, the land rises some 10 to 15 feet higher and becomes more broken and rolling. Some grading would be necessary in either part and especially for a railroad lead track to reach the higher ground in the north half. About 100 feet of lead track is already installed into the tract, just west of the Redmond Circle crossing.

The other 30 acres, which extend south of the Central of Georgia tracks to those of the Southern Railway, are owned by the Cooperative Producers Association, excepting the southern tip which is owned by the City of Rome. The availability of these properties is questionable. The land is sparsely wooded in the north part but the woods are denser in the south part. The northwest part of this area is highest but falls away toward Redmond Circle with an elevation drop of about 30 feet. A Central of Georgia Railway lead track can go into the tract at its northeast corner, about opposite the installed lead, and could be extended to the higher ground along the west side. On the south side, a low drainage area along the Southern Railway would necessitate a 10-foot fill to bring in a lead track. City utility services would be available here. The GE plant's substation is east across Redmond Circle.

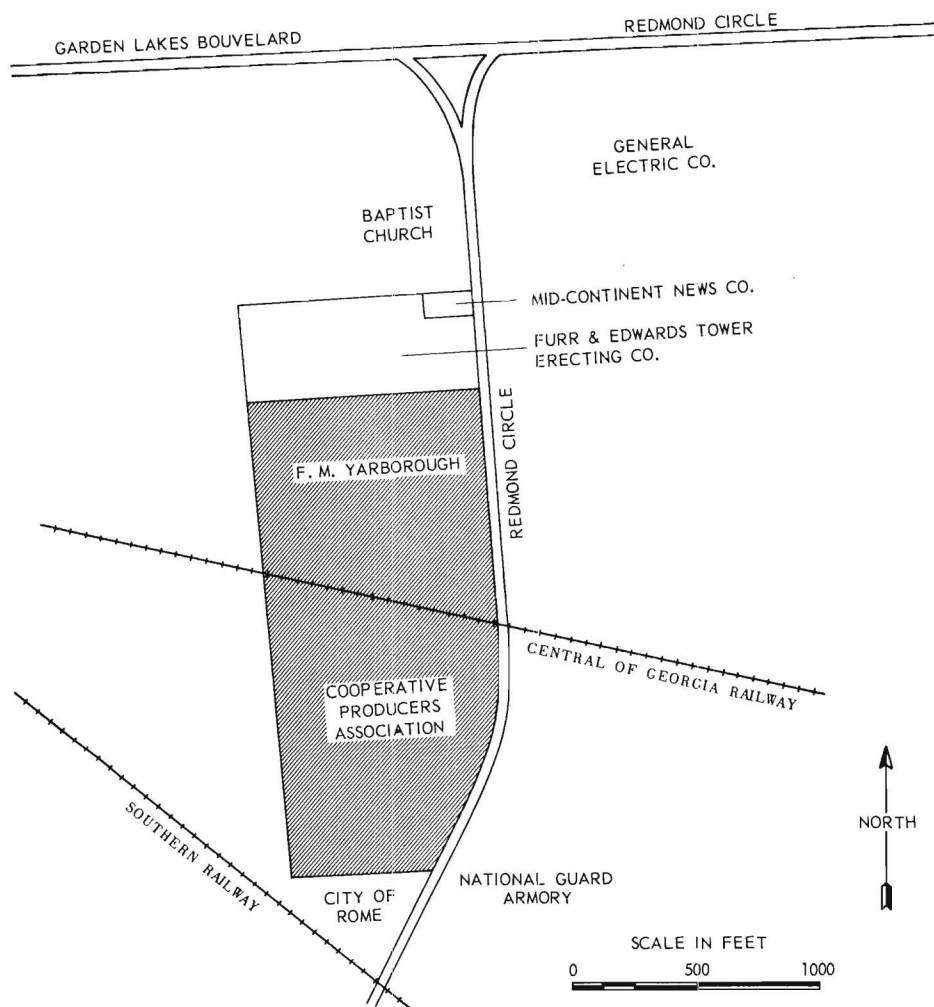


Figure 44. Sketch of the Yarborough and Cooperative Producers Association properties at Rome, Ga.

Huffaker Road Area (12) - Among the sites considered by the Rome-Floyd County Industrial Development Authority for an industrial district is an area of some 1,200 acres west of Rome, beyond the Garden Lakes subdivision. Here, between the Huffaker Road and the Southern Railway with the Woods Road forming the west side of this triangular area, is rolling to hilly much-wooded land of which possibly about 500 acres are level enough for plant sites. The Central of Georgia Railway crosses the northwest corner of the area and State Highway 20 is just to the south. Existing 8-inch water and gas mains are along that highway.

PLAINVILLE

Whatley Properties (7) - Some 700 to 800 acres are owned by Mr. S. N. Whatley and members of his family along both sides of the Plainville Road, in Floyd County, south of Plainville (Gordon County). The Whatley homestead is less than one-quarter mile north of the junction of the Plainville Road with State Highway 53.

Beginning at a small all-weather creek that crosses the Plainville Road about a quarter of a mile north of the Whatley home, there is a semi-triangular tract of about 60 acres of very level open pasture land lying west of the road to the Southern Railway and extending north to the Jack Miller Road. This tract fronts about 2,750 feet along the road and ranges in width from 1,750 feet at the south to 250 feet along the Jack Miller Road. Only in the southeast corner, where the creek cuts across the tract, is flooding likely. The railroad has a passing track on its east side, and a lead track from this could enter the north end of the property by a fill not over 5 feet high.

West of the railroad, for about 3,000 feet both south and north of the Jack Miller Road, is open pasture land over a strip averaging 750 feet in width that extends west to the lower slopes of a high ridge. These tracts are sparsely wooded and do not have over 15-foot elevation differences. A rail lead could come off at grade at almost any point. The railroad crosses the main east-west street of Plainville about 4,500 feet from the north line of these properties.

Water service to any of the above tracts would require installation of a main from the Plainville system which receives its water from the City of Calhoun through an 8-inch main. Two gas lines, Southern Natural Gas Company's 6-inch line to Calhoun and a 10-inch line of the Dalton natural gas system, are about 3/4-mile to the east, near State Highway 53.

COOSA

Frank Weathers Tract (10) - This 138-acre tract offers a prestige site for chemical or other operations where large volume water usage and disposal are involved. There is ample acreage for a plant site in the area fronting State Road 20, between Weaver Road on the west boundary and the Georgia Power Company easement on the east (see figure 45 and plate 23). Additional plant-site acreage can be created by grading lower slopes of the small knoll to the north along Weaver Road. This knoll, about 80 feet high, is underlain by shale and could be economically graded. The lands included by the Georgia Power easement and east of the Central of Georgia Railway are low and wet and would have little utility unless built up with dirt fill.

There are 6-inch city (Rome) water and gas mains available just east of Cabin Creek which forms the east boundary of the tract. The bottom elevation of the creek is 555.8 feet and the normal pool level of the reservoir formed on the nearby Coosa River by the recently completed Weiss Dam (near Leesburg, Alabama) will be 564 feet; low pool level will be 558 feet so at least two feet of water will prevail at all times in the creek. Thus, an industry on this site can pump directly from the creek, or if the necessary riparian rights can be obtained, the water could be pumped from the Coosa River by means of a water line of some 3,000-foot length. Both the nearby Georgia Power steam plant and the Rome Kraft paper plant have intakes on the Coosa River almost immediately south of the Weathers tract, with their waste disposal lines farther downstream. In discharge of waste from the Weaver tract, advantage could be taken of a small branch that drains southwesterly from the west side of the property to the river, necessitating an effluent line of about 3,300 feet in length. This would release such effluent sufficiently downstream from the above-mentioned plants to preclude any possible damage to their water supply.



Plate 23. The Frank C. Weathers farm near Coosa, about 7 miles west of Rome, Ga.

COOSA VALLEY
Industrial Site Data

Name of Property Frank C. Weathers County Floyd
Owner same City or Town Rome Ga.

Location 7 miles west of Rome city limits, near Coosa, on State Highway 20

Holder of Option listed with Hardy Trust Co., Rome

Option Terms _____

Owner agreement signed: Yes___ No___

Acres in tract 138 approx.

Offering price -- \$ 500 /acre

Inside Corporate Limits: Yes___ No x Zoning Classification none

R. R. Service: Name of R. R. Central of Ga.-Southern Main Line: x C. of Ga. Sout Branch Line: x

Tract within switching limits: Yes x No___ Rail spur installed: Yes___ No x

Highway:

Distance to: major highway fronts on it Highway designation State 20
access street _____ Street name _____

Width of right-of-way of highway or access street: 80 feet Paved? Yes x No___

Near a

Major Stream? Yes x No___ If so, name: Coosa River

Distance/direction 1500 feet south

Utilities:

Water: On site? Yes x No___

Distance/direction to nearest connection _____

Size of main 6 in. Looped:___ Dead-end: x Pressure: 70 lbs.

Electricity: Substation: capacity: _____ kva peak load _____ kva

Distance/direction from tract _____

Supplier: Georgia Power Company

Gas:

(Natural) On site? Yes___ No x

Distance/direction to nearest connection 1/4 mile east

Size of main 8 in.

Pressure 160 lbs.

Supplier: _____

Sewer: On site? Yes___ No x Size: _____ in. City disposal plant? Yes___ No___

Distance/direction to nearest sewer not available

Present use of property: vacant Improvements on it? none

Heath Mountain Area (11) - About a mile west of Coosa on State

Highway 20 is the latter's junction with the graveled River Road which goes southwest between Heath Mountain and the Coosa River. Beyond the point where this road and the river have minimum separation (about 1/2 mile off of State 20), the land south of River Road begins to widen out into long gentle slopes down to the river. Eventually these slopes widen to as much as one-half mile in width and, in their lower parts adjacent to the river, there are cotton fields that possibly are subject to flood. However, there is ample land on the higher slopes to permit assemblage of sites of several hundred acres in extent. An old roadbed of the Southern Railway branch that formerly went west into Alabama goes across this area.

Our inspection here extended more than 2 miles out the River Road to its junction with the north-south road that comes out on State Highway 20 at the Prospect Church. Over most of this 2-mile distance, the topography south of the road is favorable for site development, but the land does tend to become higher and more broken toward the extreme western sides of the inspected area.

The utility of this river site will depend largely on the quality of water that can be obtained from the Coosa River this far downstream from Rome. The projected new sewage disposal plant at Rome should help in clearing up the river water, although there are industrial wastes and other pollution that are affecting the quality of the Coosa River waters at this point.

CAVE SPRING

Wester and Lovvern Tract (2) - Mrs. S. T. Wester and Mrs. W. D.

Lovvern own 22.8 acres of cotton fields in the southwest part of Cave Spring (see figure 46). Little Cedar Creek is the south boundary of the property, the Southern Railway is on the west side, and streets bound the other two sides. The lower ground is in the easternmost two-thirds of the tract, but the land surface rises some 15 feet in the western third to form an irregular knoll.

A rail lead can come in at grade in the northwest corner of this tract, where a spur track is now installed along the railroad, or access would be possible in the southwest corner by means of a shallow fill. However, to obtain an acceptable grade to the lower ground in the eastern part of the tract, any lead track would have to follow a slope contour along the higher ground.

An 8-inch water line to the nearby Negro Deaf School crosses this tract. A sanitary sewer of limited capacity is available 100 feet to the north. Since Little Cedar Creek along the south side is a swift-flowing sizable stream, already polluted by raw sewage from the Negro Deaf School farther downstream, this creek could be used to dispose of wastes from any industry located here. The apparent large flow and good quality of water in the creek suggests its further investigation as a supply source.

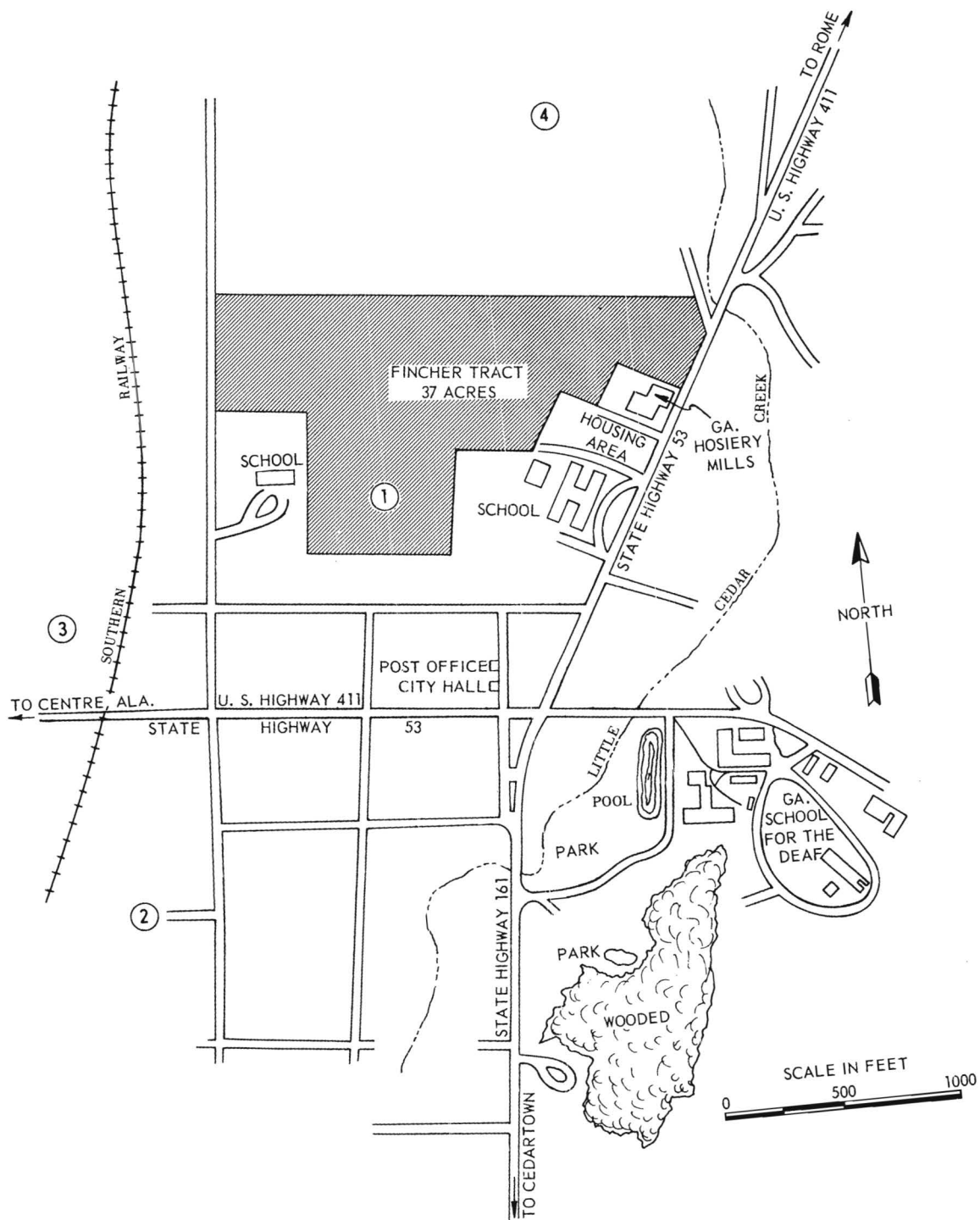


Figure 46. Property sketch of the R. W. Fincher tract at Cave Spring, Ga., with locations of other site areas.



Plate 24. Aerial photo of the Cave Spring, Ga., area, showing locations of the Fincher (1) and other tracts.

R. W. Fincher Tract (1) - A site area of about 37 acres is owned by R. W. Fincher in the north part of Cave Spring (see figure 46). The property, lying between U.S. Highway 411 and Mill Street, presently is under cultivation and clear of any improvements (see plate 24). The land slopes gently to Little Cedar Creek at the northeast corner of the tract. The soil is deep, and no rock outcrops were noted.

The Southern Railway main line is about 300 feet west of this tract, and a lead track could be brought across Mill Street into the property with little or no cut-and-fill work.

A 6-inch water main, with 45 lbs. pressure, and a 10-inch sewer are available at the southeast corner of the property. Natural gas is not presently available at Cave Spring, but the possibility of installing such service was being considered locally in the spring of 1962.

The modern plant of Georgia Hosiery Mills adjoins the Fincher tract on the southeast, as does the Cave Spring combined high school and elementary school facility. To the southwest is the Negro elementary school.

COOSA VALLEY
Industrial Site Data

Name of Property R. W. Fincher County Floyd
Owner same City or Town Cave Spring, Ga.
Location 1500 feet north of center of city, on U. S. Highway 411

Holder of Option _____

Option Terms _____

Owner agreement signed: Yes x No _____

Acres in tract 37 approx.

Offering price -- \$ 1,000 /acre

Inside Corporate Limits: Yes x No _____ Zoning Classification none

R. R. Service: Name of R. R. Southern Main Line: x Branch Line: _____

Tract within switching limits: Yes (*) No _____ Rail spur installed: Yes _____ No x

Highway:

Distance to: major highway fronts on it Highway designation U.S. 411
access street _____ Street name _____

Width of right-of-way of highway or access street: 80 feet Paved? Yes x No _____

Near a

Major Stream? Yes x No _____ If so, name: Little Cedar Creek

Distance/direction borders northeast corner of property

Utilities:

Water: On site? Yes x No _____

Distance/direction to nearest connection _____

Size of main 6 in. Looped: _____ Dead-end: _____ Pressure: 45 lbs.

Electricity: Substation: capacity: 750 kva peak load 496 kva

Distance/direction from tract _____

Supplier: Georgia Power Company

Gas:

(Natural) On site? Yes _____ No x

Distance/direction to nearest connection not available

Size of main _____ in. Pressure _____ lbs.

Supplier: _____

Sewer: On site? Yes x No _____ Size: 10 in. City disposal plant? Yes _____ No _____

Distance/direction to nearest sewer _____

Present use of property: vacant Improvements on it? none

(*) railroad right-of-way is 500 feet west, across Mill Street.

Miss Lucille Montgomery Farm (3) - A farm of some 175 acres owned by Miss Lucille Montgomery is north of U.S. Highway 411, just inside the west city limits of Cave Spring. The property, diagonally across the highway from the Southern Railway depot, fronts U.S. 411 for about 2,000 feet west from the crossing of that highway and the Southern Railway (see figure 46). North for about 3,000 feet along the railroad, which forms the east boundary of the farm, is an adjacent strip of level land that ranges from about 500 feet in width at the highway to 1,000 feet or more in the more northerly part of the farm. Along the highway, this level strip rises westward about 15 to 20 feet to form a flat-topped knoll upon which the homestead is located. However, this knoll is only a few acres in extent, and the surrounding farmland in this eastern half continues to have minimum elevation differences. In all, it is estimated that 75 acres or more are relatively level and quite adaptable to industrial development.

A rail lead can come off at grade at any point along the east side of the property.

A 4-inch water line passes this property along U.S. 411 and a sanitary sewer of limited capacity extends west of the railroad, on the south side of the highway. There is a huge spring reported to be in the southwest corner of this farm, but no information is available on its flow.

Bowden Finley Farm (4) - North of Cave Spring, between U.S. Highway 411 and the Spout Spring Road on the west, is the Bowden Finley farm, estimated to contain around 220 acres. The Southern Railway cuts across the northwest corner of the farm for a distance of about 2,800 feet, creating a triangular tract of some 50 acres with about 2,000 feet of frontage along the Spout Spring Road (improved). A drainage line is near the center of this tract, and some flooding in the lowest ground might occur, but the land gradually

risers about 20 feet higher to the north boundary. South of the railroad, on the east side of the Spout Spring Road, the land crests in a hill 40 to 50 feet above railroad level. This triangular 50-acre tract would make a very good industrial site and could be served by a lead track coming off the railroad near the south end of the triangle. A shallow fill would be necessary to cross a drainage line along the railroad at this point. Little Cedar Creek is east of the railroad, near the center of the farm, and it would afford an outlet for sewage and other waste. The nearest water main is a 2-inch line just inside the city limits along U.S. 411.

That part of the farm between U.S. 411 and Little Cedar Creek is open rolling fields that slope west toward the creek, and similar open land persists to the northward along the creek until a series of knolls rising 20 to 30 feet above the general level are reached about the north boundary of the farm. Thus, there are 30 acres or so of definitely usable site land on this eastern side of the creek and a more limited area between the creek and railroad.

VANN'S VALLEY

In the area of Vann's Valley, northeast of Cave Spring, there are many hundreds of acres of broad, gently rolling farmlands between U.S. Highway 411 and the Southern Railway to the west. South of Cunningham Road, for example, there is an area of open fields, broken only by long smooth rolls, that slope southward for about one-half mile. The average depth of this land between the highway and railroad is 800 to 900 feet. A railroad lead track could enter at grade at various points over this distance.

Excellent industrial sites could be obtained here, if utilities could be economically developed.

GORDON COUNTY

As the county seat and chief trading center of this county, Calhoun has the best industrial potential mainly because of its size, location on major railroad (L & N) and highway (U.S. 41) routes, and a better-than-average site situation. The area south of the city in the valley of Oothkalooga Creek (see figure 47) is topographically suited to industrial development, but if this highly favorable land situation is to be properly protected, it is essential that early action be taken by zoning or other means to prevent further residential encroachment. The availability of water lines and gas mains beyond the city limits has been especially valuable in enhancing site potentials in several areas north and west of the city. The early completion of Federal Interstate Highway 75 just north and east of Calhoun will strengthen this area's future industrial possibilities.

The Coosawattee and Conasauga rivers join in this county southeast of Resaca to form the Oostanaula River. With this extensive river system in the county, it has been somewhat disappointing to find only one sizable riverside area that may have enough land sufficiently above flood and within reach of railroad, highway, and utilities for a heavy industry site. This potential site is at Reeves Station on the Southern Railway about 4 miles southwest of Calhoun (see plate 27). With the completion of the Carters Dam on the Coosawattee River in Murray County, it is possible that future flood levels downstream from this dam may be so materially reduced as to open up additional site areas, such as in the Resaca area (see figure 51).

Fairmount in eastern Gordon County, also on the L & N Railroad and on U.S. Highway 411 between Knoxville, Tennessee, and Atlanta, is the only other town that appears to have industrial potential. Although there presently is an industry at Ranger, it operates without benefit of public

utility services and reportedly is handicapped by lack of a natural gas supply. Fairmount also is handicapped by the lack of a natural gas supply and of sewerage. The water system, too, is limited in its available filtering capacity. Nevertheless, these are not absolute deterrents to successful operation of industry, as the existing industry of Fairmount so well proves. The site situation on the north side of town is above average (see figure 52), and, with the progressive leadership evident in the town, it is reasonable to assume that Fairmount can effectuate needed civic improvements that will permit the community to fully develop its industrial potential.

The industrial possibilities at Ranger are distinctly limited since the town has no public water, gas, or sewer systems. The only manufacturing plant there depends on a drilled water well that yields 80 gpm from the 170-foot depth and on a 125,000-gallon earthen reservoir supplied by surface waters. Nevertheless, there is one very good site north of Ranger.

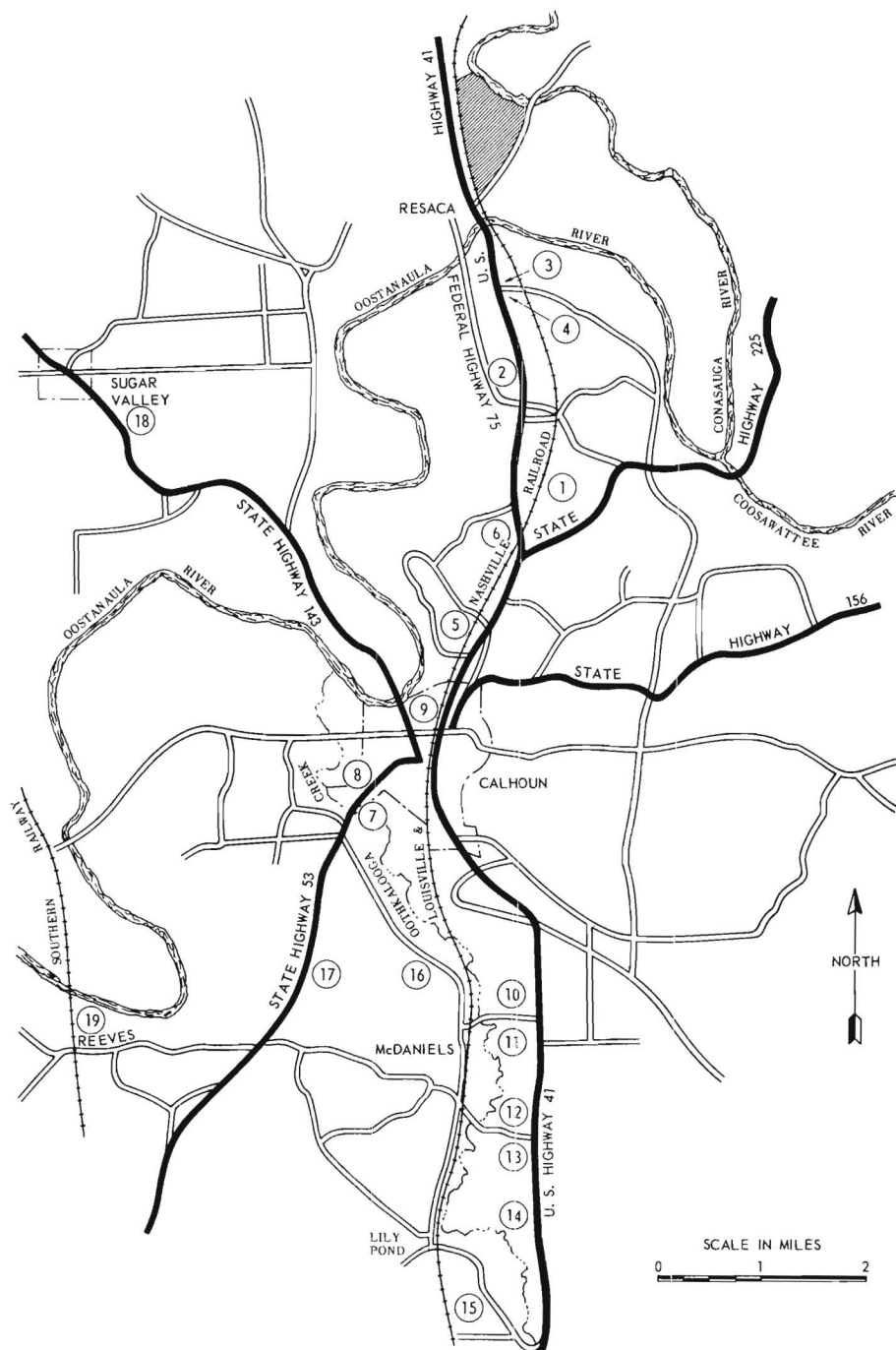
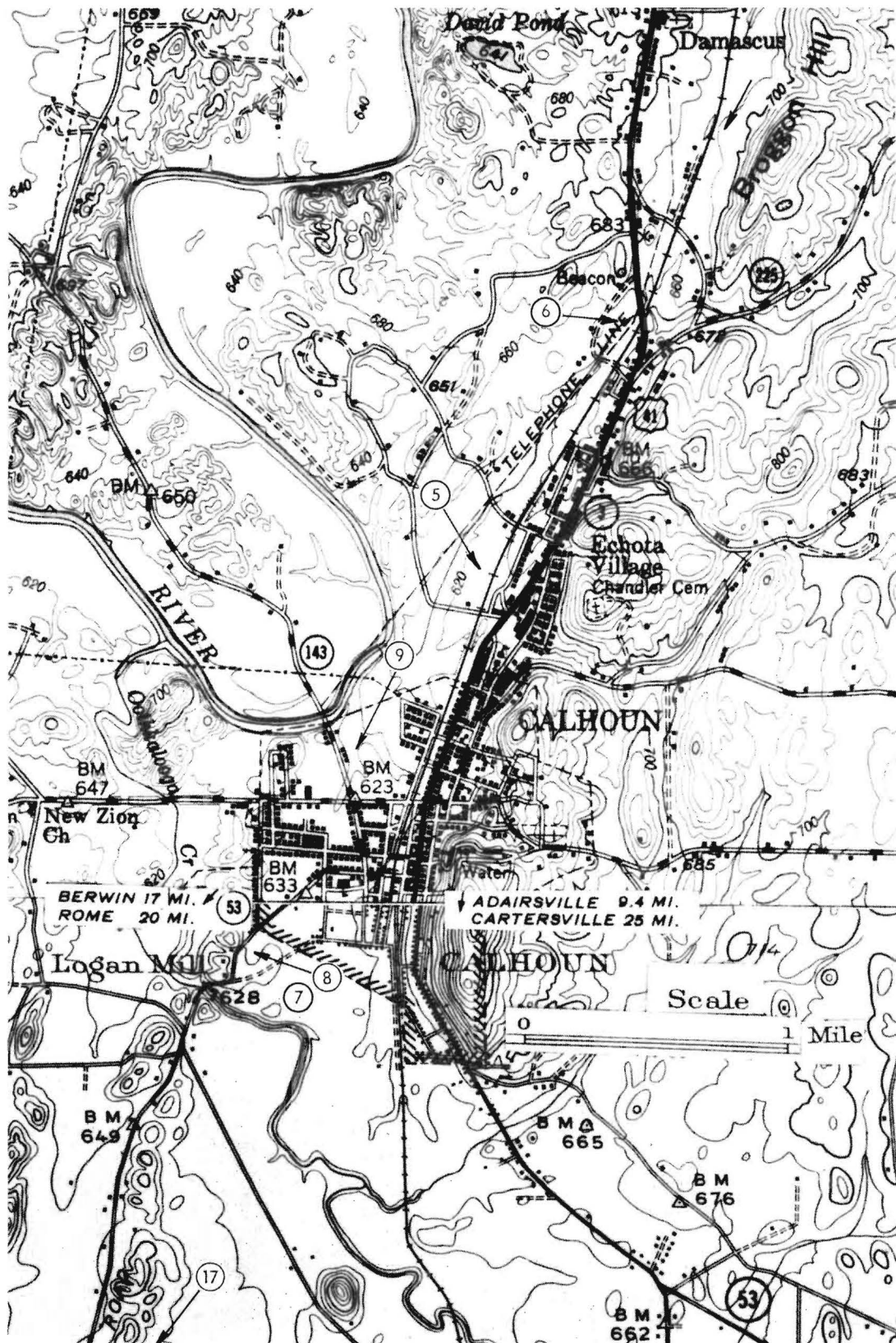


Figure 47. Index map to the industrial site possibilities in the Calhoun, Ga., area.



(From U. S. Geol. Survey Adairsville
and Calhoun quadrangles)

Figure 48. Topographic index map of industrial site areas
at Calhoun, Ga.

CALHOUN

Calhoun Industrial District (1) - The Kuhlman Investment Company, Inc., of Calhoun owns a 159-acre tract on the Louisville & Nashville Railroad, about $1\frac{1}{2}$ miles north of the city limits, that is being developed industrially. A paved road has been built north-south through the tract, about 450 feet east of and parallel to the railroad. Broggon Hill is just beyond the east boundary and the high fill of the new Federal Interstate Highway 75 is at the north end. A cloverleaf interchange will be nearby where the Interstate crosses U.S. Highway 41. Another interchange will be at the intersection of State Highway 225 with Federal 75, after the latter passes through the gap in Broggon Hill (see figure 48 and plate 25), and it is planned to build a service road from the district to this interchange. A paved road, connecting U.S. 41 and State 225, bounds this tract on the south side.

Modern Fibers, Inc., has built a new plant on a 4-acre site in the southeast part of the tract, and another 15 acres between the road and railroad in this southern end have been sold to the Cotton Producers Association for a mixed feed operation (see figure 49). Southern Latex Corporation and Continental Carpet Mills, Inc., have also announced purchases of plant sites within the district.

A new 1-million-gallon water storage tank has been built on top of Broggon Hill, and the 6-inch and 8-inch supply mains from this source can adequately serve the district. Being outside the city limits, the district in 1961 had no sewerage, but plans were underway for early annexation of the area in which the district is located. Georgia Power Company or North Georgia Electric Membership Corporation can serve this district.

The Conosauga shale apparently underlies all or most of the district. Foundation borings have been made.

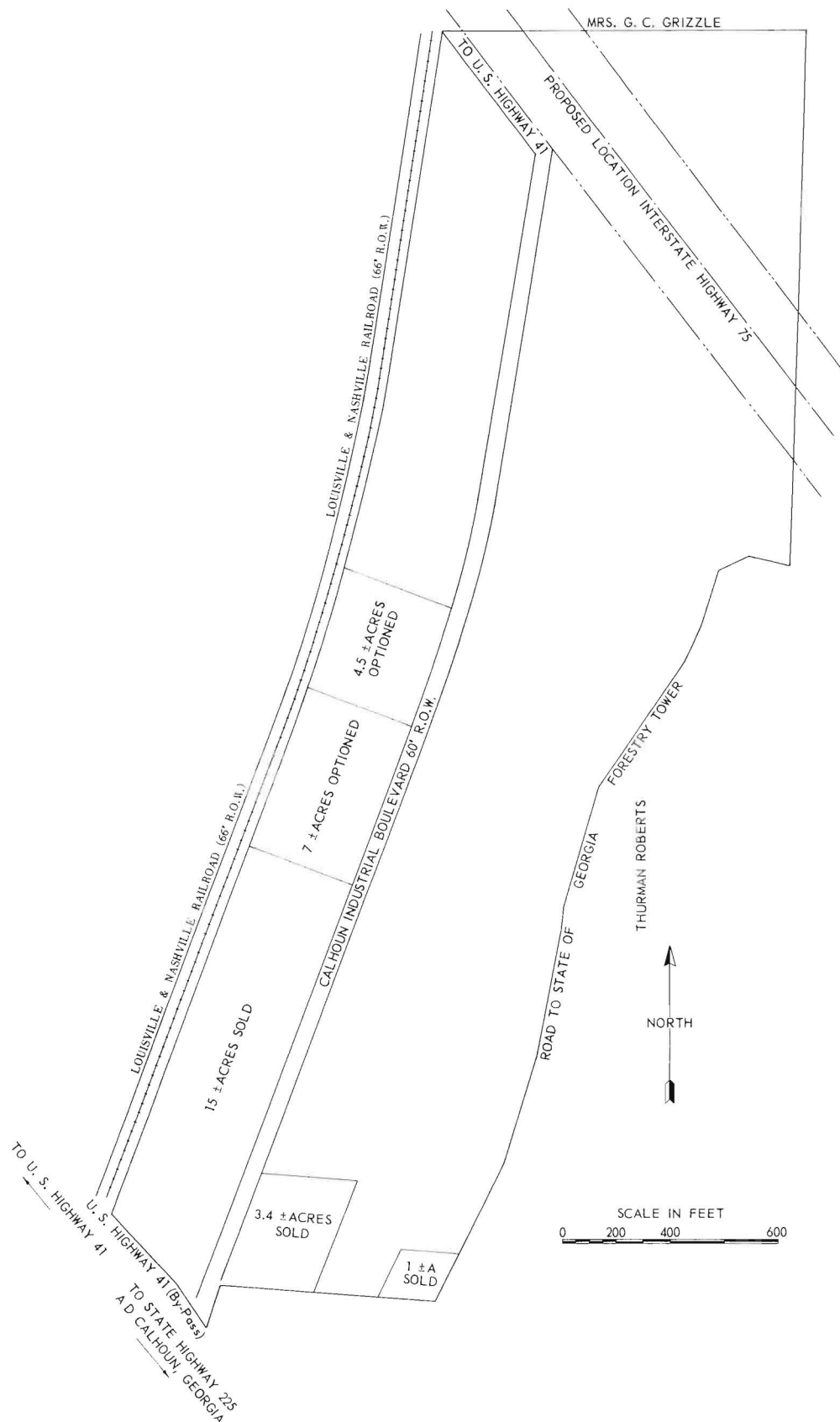


Figure 49. Industrial district of the Kuhlman Investment Company, Inc., at Calhoun, Ga.

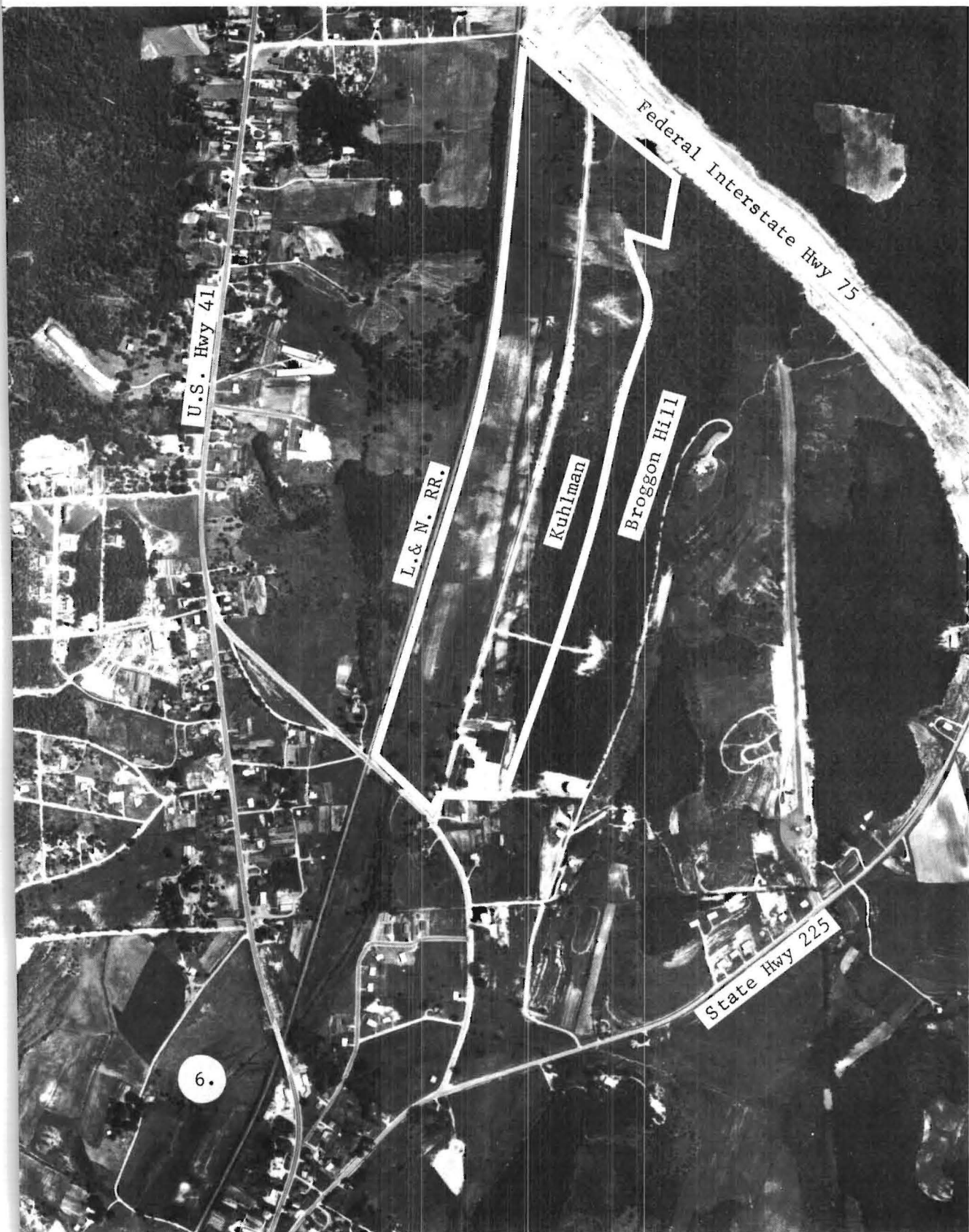


Plate 25. The industrial district of Kuhlman Investment Company, Inc., at Calhoun, Ga. Also shown is location of site area No. 6.

Interstate 75 - U.S. 41 (2) - Beginning at the projected interchange of Federal Interstate Highway 75 and U.S. Highway 41 north of the Calhoun Industrial District, there is a strip of very level land between these two highway routes, varying from about 600 to 1,200 feet in width, that extends north almost to the Oostanaula River (see figures 47 and 51). Elevation differences generally will not exceed a 20-foot range throughout this strip, and it could be served by a lead track from the Louisville & Nashville Railroad which parallels U.S. 41 a few rods to the east.

A 6-inch water main from Calhoun and a 4-inch gas line of the Atlanta Gas Light Company are along U.S. Highway 41.

Tasker Brown Tract (3) - On the east side of U.S. Highway 41, opposite a part of the above site area no. 2, the Tasker Brown farm is about one-half mile south of the U.S. Highway 41 bridge over the Oostanaula River (see figures 47 and 51). Here, south of the Brown homestead to an east-west county road are 25 to 30 acres of land that slope gently eastward to the Louisville & Nashville Railroad, with elevation differences within a 10-foot range. East of the railroad the land breaks to the river bottoms of Craig's Bend which is subject to severe flooding.

Gas and water lines are along U.S. 41, as noted for the preceding site no. 2.

Slagle Moss Tract (4) - An additional 13 acres of equally level land are available on the Slagle Moss property, south across the county road that marks the south boundary of the above Tasker Brown farm. Local information indicates that this county road could be shifted to combine the Moss and Brown tracts, if such action is desired.

C. L. Moss Tract (5) - A 10-acre tract is owned by C. L. Moss along the west side of the L & N Railroad in the Echota Village section of northeast Calhoun (see figure 48 and plate 26). A small creek that drains southwest into nearby Oostanaula River forms the west boundary of this tract. The land is very level, with the most usable part being above the 620-foot contour.

The sewer to nearby Echota Mills here parallels the railroad. A 6-inch water main extends along the county road (Mauldin Road) which forms the south boundary of this tract, and this main connects to the new city water plant whose capacity was recently doubled to over 4-million gallons daily. A 4-inch line of the Atlanta Gas Light Company is along U.S. Highway 41, about 500 feet east.

30-Acre Site North of City (6) - A very good industrial site of some 30 acres might be developed along the gravel road that runs southwest off U.S. Highway 41 at a point about 0.15 mile north of the highway viaduct over the L & N Railroad (see figure 48). A strip of land about 500 feet wide that parallels the north side of the road is relatively level over a distance of some 2,300 feet or beyond the second house southwest down the road. The Louisville & Nashville Railroad is on the other side of this small valley, but it appears impracticable to bring a lead track across the intervening low land of the small creek that flows through here.

J. Luke Spink Tract (7) - The J. Luke Spink property, consisting of some 60 acres, is just beyond the southwest city limits of Calhoun along State Highway 53 (see figure 48). The northwest side of the property has a short frontage on that highway, while Oothkalooga Creek is along the south side. The Gordon County Hospital is on Pine Street which is part of the north boundary.

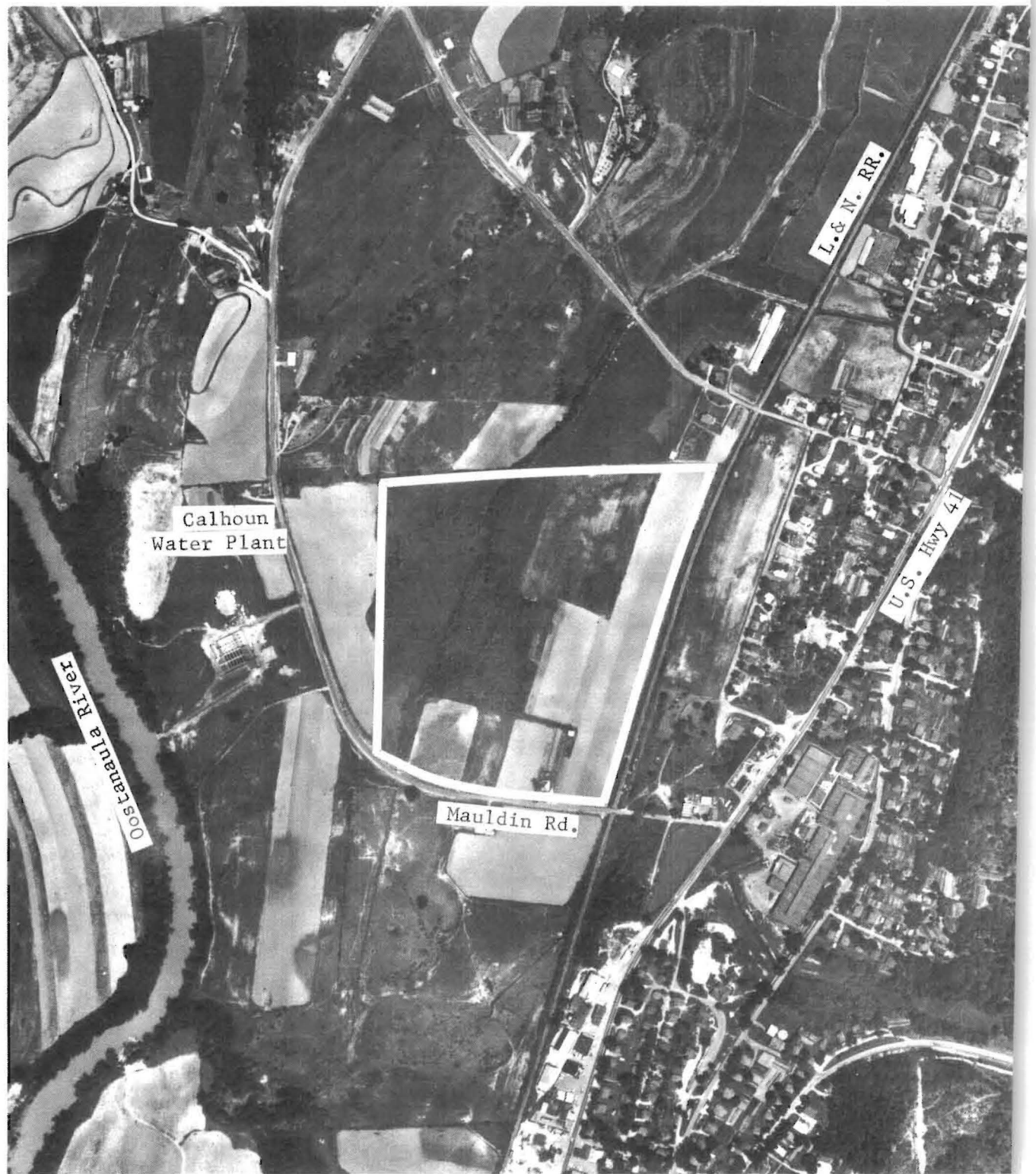


Plate 26. The C. L. Moss property in the northern part of Calhoun, Ga.

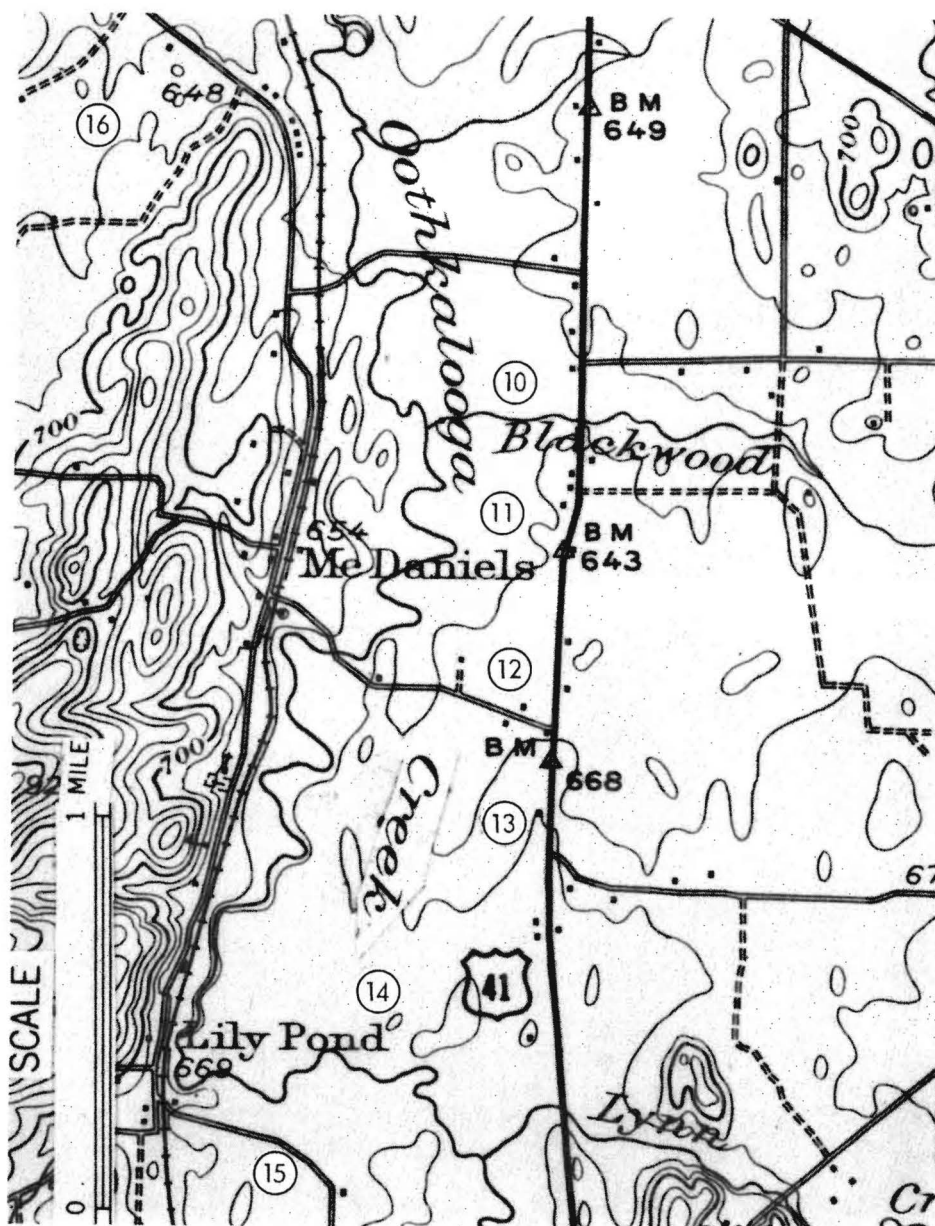
Although this property is topographically adaptable to industrial development, much of it is subject to flood, as observed in December, 1961.

Spinks-Lewis-Robertson Tract (8) - On the north side of Pine Street, almost directly across from the Gordon County Hospital, is a 10-acre tract owned by J. L. Spinks, Billy Lewis and Tom Robertson. The tract is quite level and extends north to State Highway 53. Very good quality housing adjoins to the west, while a baseball field and stands are on the east. Only light industry should be considered for this property.

An 8-inch sewer serves the hospital. A 6-inch water main is on State Highway 53. The Atlanta Gas Light Company has a 2-inch line to the hospital and a 4-inch line on State Highway 53.

Oostanaula River Site (9) - The land east across State Highway 143 (Sugar Valley Road) from the Dixie Belle Mills, along the south side of Oostanaula River, is now a corn field that is subject to flood (see figure 48). It is possible that the new Carters Dam to be built on the Coosawattee River in Murray County may help to relieve this flooding. However, to insure against flooding of this property, it appears practicable to build a short dike from about the highway bridge upstream along this south bank to the higher ground that is safely above flood level.

The Louisville & Nashville Railroad is just east of this property but on a fill and within a residential area, thus complicating the problem of lead track access to this property. The best chance for this appears to be a take-off about where the first east-west street crosses the railroad north of State Highway 143. Even here a long fill would be necessary to obtain an acceptable grade.



(From U. S. Geol. Survey
Adairsville quadrangle)
Figure 50. Topographic index map to site areas along
Oothkalooaga Creek, south of Calhoun, Ga.

Mary Johnson Tract (10) - At least 200 acres are owned by Mary Johnson on both sides of U.S. Highway 41 about $1\frac{1}{2}$ miles south of the Calhoun city limits. The 100 acres or so west of the highway are mainly a very flat cotton field extending to Oothkalooga Creek and the L & N Railroad, with a county road as its south boundary (see figure 50). The land reportedly does not flood and rises eastward from the creek within a 20-foot elevation range. To bring a lead track into the property will require bridging of the creek.

East across U.S. Highway 41 is an equally level area, extending east and south to county roads that include more than the Johnson's 100 acres -- possibly around 200 acres. An interchange of Federal Interstate Highway 75 will be about one-half mile north up the county road on the east boundary -- in fact, this property may front on the completed Federal route. The land of this area rises a maximum 40 feet in elevation between U.S. Highway 41 and the east county road; there is a small knoll in the northeast corner.

A 2-inch gas line and 6-inch water main are on the west side of U.S. Highway 41, within 200 feet of the north line of the Johnson tract. Sewer mains extend only to the city limits.

Shirley-Walraven, King and Other Tracts - South along U.S. Highway 41 from the above Johnson tract, there are a number of other areas west of the highway to Oothkalooga Creek that afford sizable acreages of very flat land which might be developed industrially, if they were made available. Rail access, in some places, may be difficult. These, as numbered in figure 50, are as follows:

C. A. Shirley (11) has 60 acres of largely cleared land here. On south to the county road is the Walraven Property (12) of 200 acres or so.

South of the above-mentioned county road are 30 acres or more, involving Raymond King (13) and other ownerships. The higher land is along U.S. 41 and slopes west to the creek with a 20-foot drop in elevation.

The old "Rogers Place" (14) has several hundred acres lying north of Oothkalooga Creek at its junction with Lynn Creek. The land, fairly well wooded, has a general elevation difference of only slightly more than 20 feet.

Taylor-Walraven Properties (15) - Marvin Taylor owns some 100 acres lying between the county road to Lily Pond and the L & N Railroad to the west. This land is essentially flat. There is also a Walraven ownership of land within this triangular area formed by the two county roads and the railroad. Since the creek is here east of these properties, there should be no difficulty in extending a railroad lead track into the area.

A. W. Ward Tract (16) - On the west side of the Lily Pond Road, about $1\frac{1}{2}$ miles south of the city limits, A. W. Ward has a 60-acre farm that is largely open, level to rolling land with a northward slope. Elevation differences are mainly within a 20-foot range.

It appears practicable to bring a lead track into this farm from the L & N Railroad which bounds the east side of the Maurice Knight farm across the Lily Pond Road. A proposed by-pass route of State Highway 53 (see figure 47) would pass just north of this Ward farm.

A metering station of the Dalton natural gas system is only a short distance north of the proposed by-pass route. A 6-inch water main also extends to about that point. The University of Georgia Agricultural Experiment Station farm is north up Lily Pond Road, at its junction with State Highway 53.

Hayes Farm (17) - The 220-acre farm of Dean Hayes is $1\frac{1}{2}$ miles southwest of Calhoun on the east side of State Highway 53. There is a small flat area south of the dirt road into the farm as it turns off the highway, and this might make a suitable site for a small light industry.

Eastward across a ridge that rises 80 to 100 feet above highway level is a broad, very flat area of pasture and field that extends into a heavily wooded area along the east property line. This flat area would accommodate a sizable industry, and if the proposed State Highway 52 by-pass (see preceding site) passes through this farm as planned, this site area might be quite advantageously situated.

Southern Natural Gas Company has a transmission line about one-half mile northeast along State Highway 53, and the 8-inch water line from Calhoun to Plainville also is along the highway.

SUGAR VALLEY

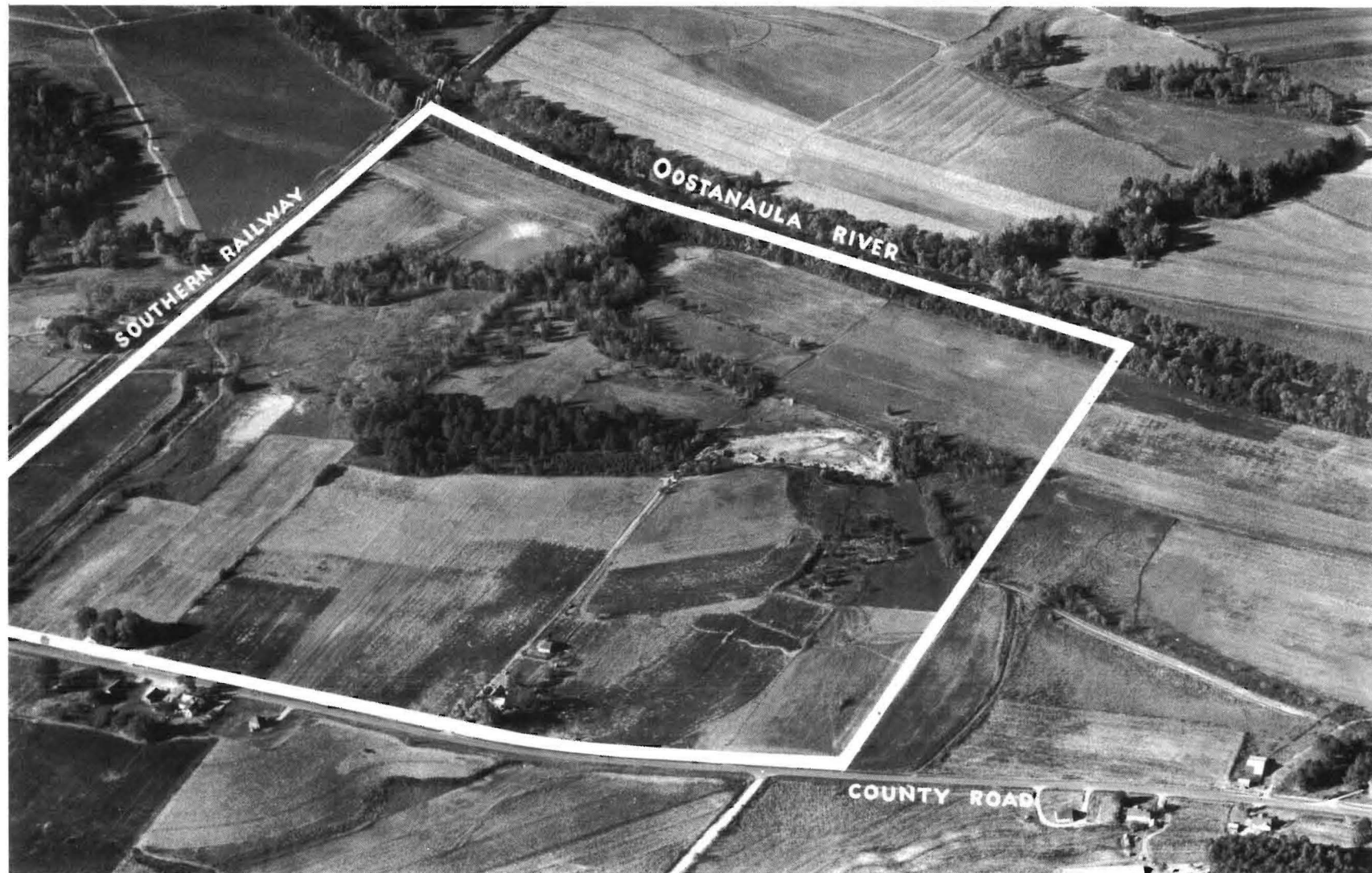
Muse and McDaniels Tract (18) - East of Sugar Valley, 0.7 mile along State Highway 143 from its crossing by the Southern Railway, there begins north of the highway a very flat area of about 170 acres that extends eastward almost to Graham Creek, with Lick Creek bounding the north side. Some 125 acres of this land are owned by Billy Muse and around 43 acres by A. R. McDaniels and John Slagle.

A lead track from the Southern Railway can come from Sugar Valley into this area by way of a small valley parallel to the south side of State Highway 143, but the grade probably would be near the 3% maximum. Such rail extension could be justified only for a project of considerable magnitude.

There is a 100,000-gallon water storage tank at Sugar Valley and a 6-inch water main serving it from Calhoun along State Highway 143. A 4-inch gas main from the Dalton natural gas system also is along the highway.

REEVES

Reeves Area (19) - A river-rail site adaptable to chemical or other large-scale manufacturing operations is the area around Reeves, a village on the Southern Railway in southwest Gordon County (see plate 27). Reeves

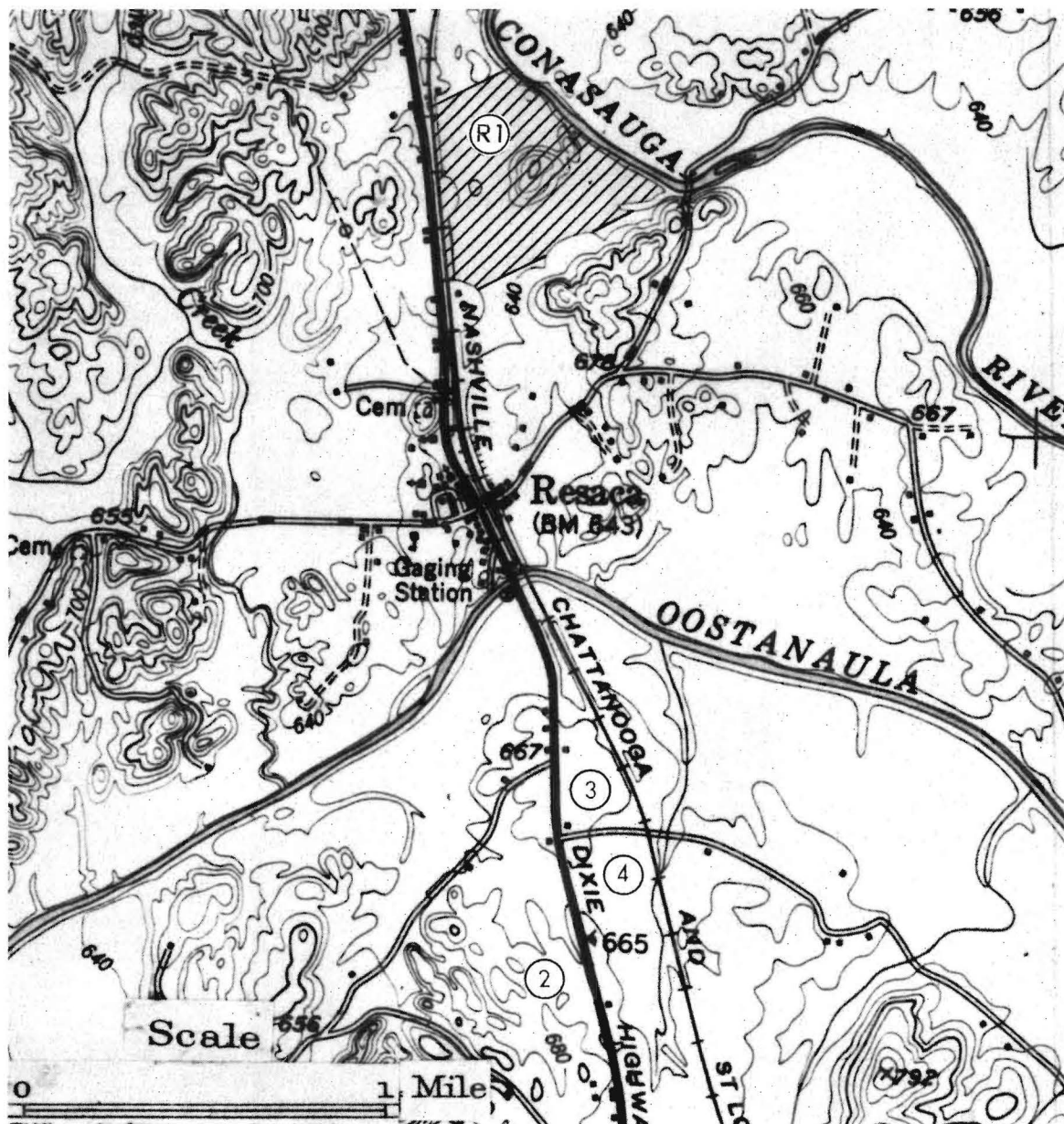


(Photo courtesy of Georgia Power Co.)
Plate 27. Industrial site area at Reeves Station of the
Southern Railway, about 4 miles southwest of
Calhoun, Ga.

is about four miles southwest of Calhoun, over State Highway 53, and two miles west of that highway over a paved county road. Here, between this county road and the Oostanaula River west into Reeves is a very level, well-drained cropland area of 200 to 250 acres, while south of the county road is a topographically similar area with an additional 80 to 100 acres. Several ownerships are reported to be involved, and there is no present assurance that any of the area can be acquired for industrial development.

At least a part of this area is probably subject to flood. In 1947, flood waters of the Oostanaula River reached a height of 622 feet ASL on the Southern Railway bridge here at Reeves, according to the Knoxville Office of the Chief Engineer of that railroad. The top-of-rail elevation "at the Reeves station crossing" on this south side of the river is reportedly about 628 feet, while ground level on the south bank of the river is reported to be about 608 feet ASL. However, the 1904 edition of the U.S. Geological Survey map of this area shows an elevation of 651 feet at the Reeves railroad station. In view of these confused flood and elevation data, any prospective industry should fully check out the topographic situation here before making any commitments. It also should be kept in mind that the new Carters Dam will tend to reduce flood levels on the Oostanaula.

A railroad lead track could readily be brought into the area from the west side which is bounded by the Southern Railway main line. An 8-inch water line from Calhoun is available on State Highway 53 near its junction with the county road; the natural gas transmission line of Southern Natural Gas Company also parallels State Highway 53 at this point. Georgia Power Company serves this area.



(From U. S. Geol. Survey Calhoun quadrangle)
 Figure 51. Topographic map showing industrial site area (R-1) at Resaca, Ga., and other site locations described from Calhoun, Ga.

The Oostanaula River at Resaca, which is some six miles north of Calhoun, has a recorded minimum daily flow of 116 million gallons, over a period of record of 59 years. At Rome, downstream from Reeves, the recorded minimum daily flow over a 16-year period is 264 million gallons.* Thus, it is evident that the water supply here is adequate to support quite sizable industries. Nevertheless, since this point is upstream on the Oostanaula River from the city water intake of Rome, as well as the intake of the large Celanese plant near that city, location of an industry at Reeves will necessitate careful treatment of any industrial wastes before disposal to the river.

The Reeves area is not served directly by a major highway, but this should prove to be a minor deficiency, except to companies wanting a prestige site.

RESACA (R-1)

In the area north of Resaca along U.S. Highway 41, between the paralleling L & N Railroad and Conasauga River, is a very level open area that, for one-half mile along the railroad, extends back toward the river 1,000 feet or so before rising into wooded knolls and hills (see figure 51). This area presently floods and was observed under water as late as December, 1961. However, since this offers an excellent prestige site situation, it is suggested that the land might be protected by a series of short dikes across the low points along the river and connecting with the hill areas. A natural gas line of the Dalton system is about one-half mile west of Resaca, beyond Federal Interstate Highway 75. A 6-inch water main from the Calhoun system serves Resaca.

* Thomson, M. T., and others. The Availability and Use of Water in Georgia. Department of Mines, Mining and Geology Bulletin 65 (1956), p. 125.

RANGER

J. W. Harris Tract - A tract of 15 acres or more, owned at least in part by J. W. Harris, lies in the southwest quadrant of the intersection of U.S. Highway 411 and State Highway 156, north of Ranger. The property fronts for 0.4 mile along U.S. Highway 411 and extends 500 to 600 feet west to the railroad. The land is open fields, except for hedgerows, and is quite flat. A small east-west trending creek divides the tract near its middle. The Conasauga shale formation which underlies this area commonly contains large limestone lenses.

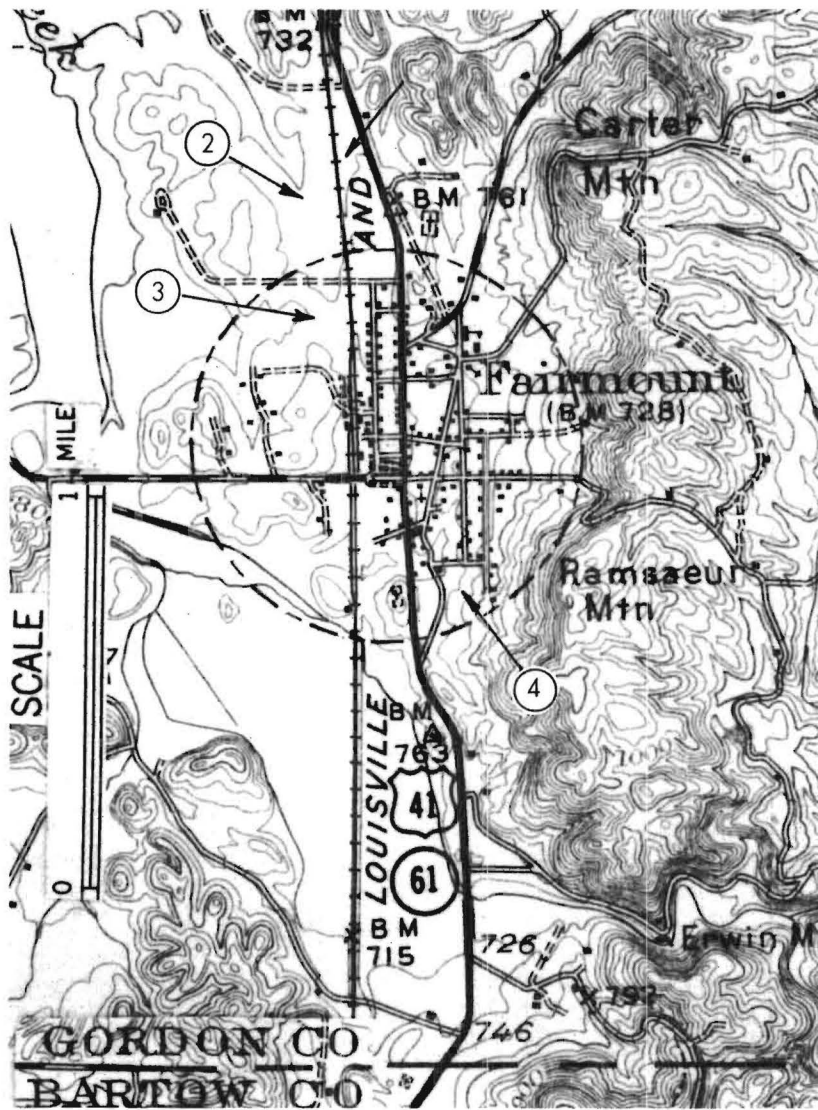
A lead track into this tract would have to enter from the south since the railroad is in a cut at the north end.

FAIRMOUNT

Johnson Estate (1) - The Johnson Estate has some 80 acres of land lying on both sides of the Louisville & Nashville Railroad just north of Fairmount (see figure 52). That part east of the railroad is an open cotton field that extends to U.S. Highway 411 and has its south boundary about 150 feet within the city limits. There the width is about 800 feet, but it increases to about 1,500 feet at the dirt road on the north end. In this 30-acre area, the land is smoothly rolling with elevation differences within a 5-foot range. The remainder of the Johnson tract is described under site no. 2 below.

The railroad is in a cut at the north end of this eastern tract, so that a lead track would have to come off the south end, just south of where the dirt road crosses the railroad near the city limits. A low fill will be required to get into the tract.

A 6-inch water line extends within 600 to 700 feet of the city limits along U.S. Highway 411. There are neither natural gas nor sewerage in Fairmount.



(From U. S. Geol. Survey
Waleska quadrangle)

Figure 52. Topographic index map to industrial
site areas at Fairmount, Ga.

Johnson-Hamrick Tracts (2) - West of the Louisville & Nashville Railroad across from the foregoing Johnson Estate tract is the remainder of the acreage belonging to that estate, while west beyond that is the land of Fain Hamrick (of Ranger). This is an area of low rolling hills, mainly open pasture and fields, in which elevations reach as much as 40 feet above the general level. The Johnson land along the railroad and the immediately adjacent part of the Hamrick land would combine well into a single industrial site. The Fairmount Industrial Corporation once had an option on this part of the Johnson Estate land.

Tate Tract (3) - This property includes the land lying south of the dirt road at the north city limits and west of the Louisville & Nashville Railroad nearly to Salacoa Creek. The land is open and rolling with elevation differences within a 20-foot range. The Tate land, in combination with the adjoining Johnson Estate and Hamrick lands described above, constitute an exceptionally fine acreage of industrially usable land.

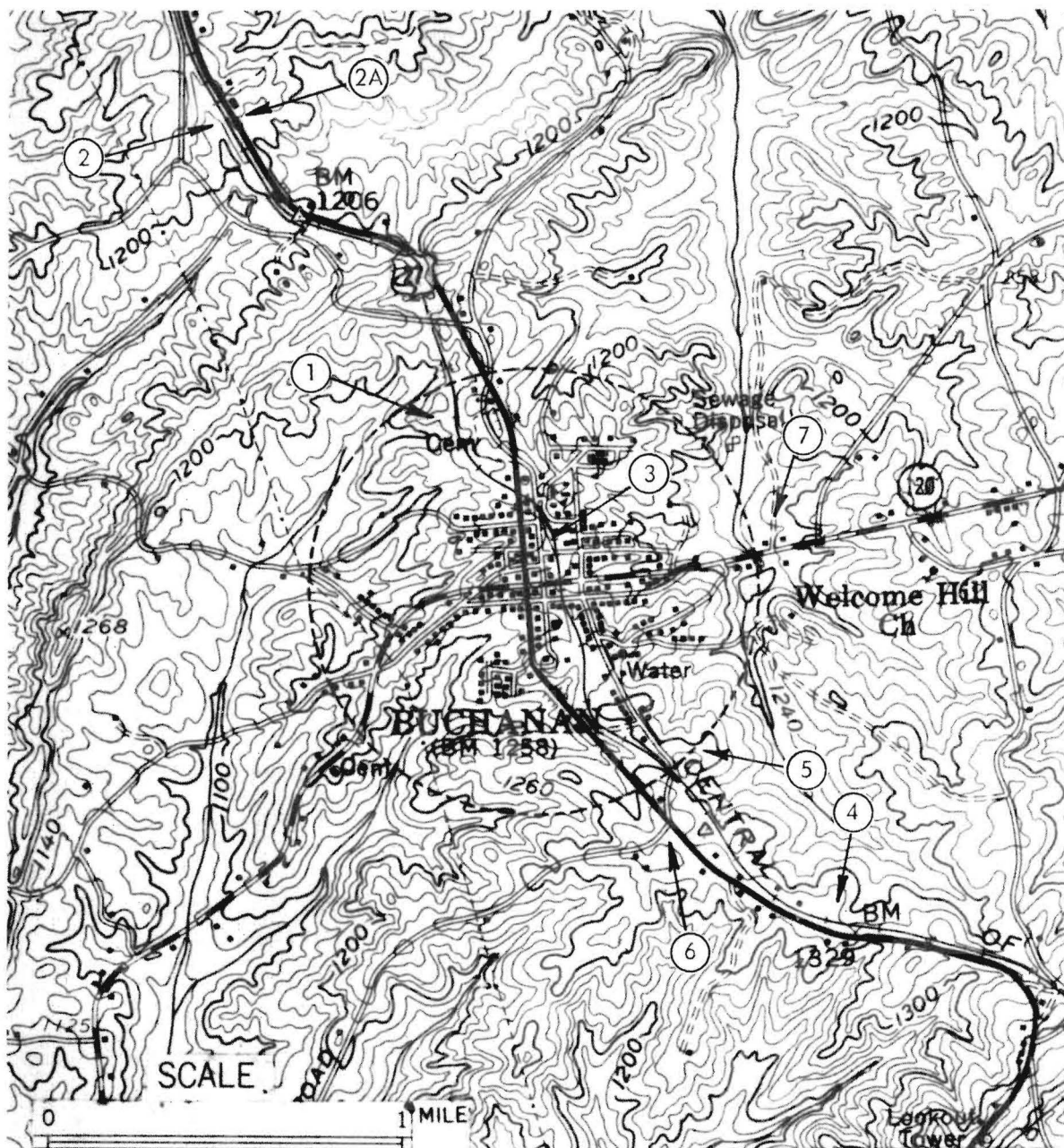
Fairmount ID Corporation and American Legion Tracts (4) - The Fairmount Industrial Development Corporation owns 10 acres and the American Legion owns seven acres adjoining in an area east of the unpaved street that angles north off U.S. Highway 411 at the south city limits (see figure 52). This land slopes gradually eastward from the street, rising some 30 feet; it is badly overgrown by brush. Part of the property is outside the city limits.

A 6-inch water hydrant is at the street corner northeast of this property. U.S. Highway 411 is 500 feet south of this tract and, to have a direct street route to the highway, a right-of-way must be obtained across the intervening property.

HARALSON COUNTY

There are three cities in Haralson County -- Buchanan, the county seat, Bremen, and Tallapoosa, and the last two have substantial industrial developments. Buchanan, which has only one principal industry, is badly handicapped by a weak site situation. This is due mainly to the rugged topography of the area which affords the minimum of relatively level land within reach of highways, railroads, and utilities. Nevertheless, it has been proved at Tallapoosa, where the topographic situation is almost equally unfavorable, that local determination and leadership can overcome a weak site situation. In the last few years, Tallapoosa has done an impressive job of site preparation for location of a group of new industries within a hilly area that normally would never have been considered suitable as a site area. At Bremen, the site situation is somewhat better, although here the topography is not much more favorable than at Buchanan or Tallapoosa, but like the latter city, Bremen is developing its hillside sites by extensive grading operations. Of the three cities, Bremen probably has the best site situation.

At Buchanan is an excellent non-rail site east of town, but all rail sites inspected are limited in size and, as at the Ayers and Brown tracts, either the railroad must cross the highway to gain access to the property or the railroad must be crossed in entering the property. In either case, such access is undesirable. The only controlled site at Bremen, the McCain tract, is quite limited in size and highway access is poor. A much better railroad site could be developed at the Easterwood property farther north off U.S. Highway 27, if water and other utilities could be made available there. The site situation at Tallapoosa, while obviously "tight," is favored by the possible availability of the relatively sizable Bowling tract and adjacent properties along the Southern Railway on the west side of town.



(From U. S. Geol. Survey
Buchanan quadrangle)

Figure 53. Topographic index map to industrial site areas
at Buchanan, Ga.

BUCHANAN

Max Griffin Tract (1) - The Max Griffin property of some 200 acres is in the northwest part of town, west of the cemetery and Central of Georgia Railway, on the west side of U.S. Highway 27 (see figure 53). Most of this land is wooded hills and not suitable for industrial purposes. A small area, possibly four or five acres, might be developed as a site near where the railroad is crossed by the unpaved road along the south side of the cemetery. There already is a short rail spur installed here to butane storage tanks.

There are water and sewer mains along U.S. Highway 27 (see no. 2 below), but natural gas is not available in Buchanan.

E. D. Ayers Farm (2) - The 100 acres of the Ayers farm (see figure 53) that lie west of U.S. Highway 27 are largely an open area with two large ponds, but the hill slopes on the north side are wooded. While there is some relatively level land here, a railroad lead track could not reach it due to the steepness of grade involved in coming off the Central of Georgia Railway tracks on the north side where entrance would be most feasible.

East of the highway, the Ayers farm has some 200 acres (see 2a of figure 53). South of the Ayers homestead to the 1,180-foot contour and eastward is an area that, if made available, could be served with a rail lead by turning off the main line and crossing the highway into the property at a point just south of the house. The land here is mainly open field and rather rough, so that considerable grading would be necessary to develop sites.

Water and sewer lines would have to be extended from the Buchanan city limits, a distance of about one mile. At present, there is only a 2-inch water line to the city limits along U.S. Highway 27 and a 6-inch sewer as far north as College Street.

W. E. Morgan Property (3) - A cotton gin and warehouse on a 2-acre tract of land, at Depot Street and the Central of Georgia Railway, is owned by W. E. Morgan in downtown Buchanan. There is an installed rail spur on the property. Clearance of this property, if practicable, might provide a site for a small manufacturing plant, but parking space for employees would be very limited.

Rufus Brown Farm (4) - The Rufus Brown farm, about 1/2-mile southeast of the city limits on the north side of U.S. Highway 27, has 100 acres or more of open field area (see figure 53). The most attractive site area is the 10 to 15 acres of open corn field to the north and east of the Brown house. This is a flat-topped ridge spur over which there is only some 20-foot elevation difference. The land drops off sharply to a drainage line about 600 feet east of the house.

A lead track from the Central of Georgia Railway can enter the tract at a point near the house, but a shallow cut may be necessary. However, the soil appears to be four to five feet deep along the railroad.

There is a 2-inch water line along the highway.

Waters Farm (5) - At the southeast city limits, where Carrollton Street crosses the Central of Georgia Railway by an overpass, the 100-acre Waters farm lies to the north of the railroad (see figure 53). A site of 10 to 15 acres on top of the ridge might be developed, but it probably would have to be a non-rail site since the railroad is in a deep cut at this point. Street access here would be poor, and Carrollton Street would have to be re-paved. However, a spur track parallel to the main line could be installed at the edge of the tract, east of the cut, but any loading or unloading between a plant and the railroad would involve use of truck transportation. The railroad overpass, which connects

Carrollton Street to nearby U.S. Highway 27, would not carry heavy truck traffic in its present condition. There is a 6-inch sewer on Carrollton Street to this tract and a 2-inch water line on nearby U.S. Highway 27.

U.S. Highway 27 Tracts (6) - On the south side of U.S. Highway 27, opposite where the above-mentioned street from the overpass joins that highway, there are open flat areas of five to seven acres on each side of an improved street. These would make good non-rail sites, since they are immediately outside the city limits and within easy reach of water and sewer services.

Harry Moore Farm (7) - Probably the best industrial site in the Buchanan area is the Harry Moore farm, north of State Highway 120 immediately east of the city limits (see figure 53). Along its west boundary is a creek that flows north to the city sewage disposal plant; eastward from the creek to a county road, the open pasture land gradually rises some 40 to 60 feet in long, rounded low ridges that have wide, flat inter-slopes. These flatter areas between the ridges could readily be graded into a number of 10- to 15-acre sites. South across State Highway 120 are the city lake and water plant.

Although only non-rail sites could be developed here, the favorableness of topography, ready access to water and sewer services, and prestige location with respect to the highway combine to make this the most attractive site in the Buchanan area.

BREMEN

Mrs. C. D. McCain, et al., Property (1) - Bremen, Inc., local development group, has an option on this 47-acre tract which is east of U.S. Highway 27, about one mile north of downtown Bremen. The Central of Georgia Railway bounds the southwest quarter of the tract (see figure 54 and plate 28) and here, for some 500 feet south of the McCain house and a similar distance eastward, the land is open and stays quite flat, before breaking sharply to the deep valley on the east, thus giving a site area of about six or seven acres. The railroad is essentially at grade just south of the McCain house, and a lead track could readily be installed.

A deep ravine separates the foregoing site area from a similarly flat area farther south along the railroad, and a lead track also can come off here at grade. This more southerly site area is mainly planted to seedling pines.

Connection can be made to a 6-inch looped water main on Gordon Street (U.S. Highway 27) where it corners with the unnamed connector street between Wilson and North Georgia Avenues. A sewage lift station at the south side of the McCain tract feeds to a 4-inch high-pressure line that connects with a trunk sewer at Pacific Avenue. Connection to an Atlanta Gas Light Company natural gas main is possible within 600 feet.

COOSA VALLEY
Industrial Site Data

Name of Property Mrs. C. D. McCain et al County Haralson
Owner same City or Town Bremen, Ga.
Location 1 mile north of center of city on U. S. Highway 27

Holder of Option Bremen, Inc.

Option Terms expires December 7, 1963

Owner agreement signed: Yes No

Acres in tract 47 Offering price -- \$ 200 /acre

Inside Corporate Limits: Yes x No Zoning Classification industrial

R. R. Service: Name of R. R. Central of Georgia Main Line: x Branch Line:

Tract within switching limits: Yes x No Rail spur installed: Yes (*) No
(*) adjacent to property

Highway:

Distance to: major highway 200 feet west Highway designation U.S. 27
access street adjacent Street name Wilson Ave.

Width of right-of-way of highway or access street: 40 feet Paved? Yes No x

Near a

Major Stream? Yes No x If so, name:

Distance/direction

Utilities:

Water: On site? Yes x No

Distance/direction to nearest connection

Size of main 6 in. Looped: x Dead-end: Pressure: lbs.

Electricity: Substation: capacity: 3000 kva peak load 2176 kva

Distance/direction from tract

Supplier: Georgia Power Company

Gas:

(Natural) On site? Yes No x

Distance/direction to nearest connection 600 feet

Atlanta Gas Light Company

Size of main in. Pressure lbs.

Supplier:

Sewer: On site? Yes No x Size: in. City disposal plant? Yes No

Distance/direction to nearest sewer sewage lift station at south
side of tract feeds to 4-inch high-pressure line

Present use of property: vacant Improvements on it? none except lake

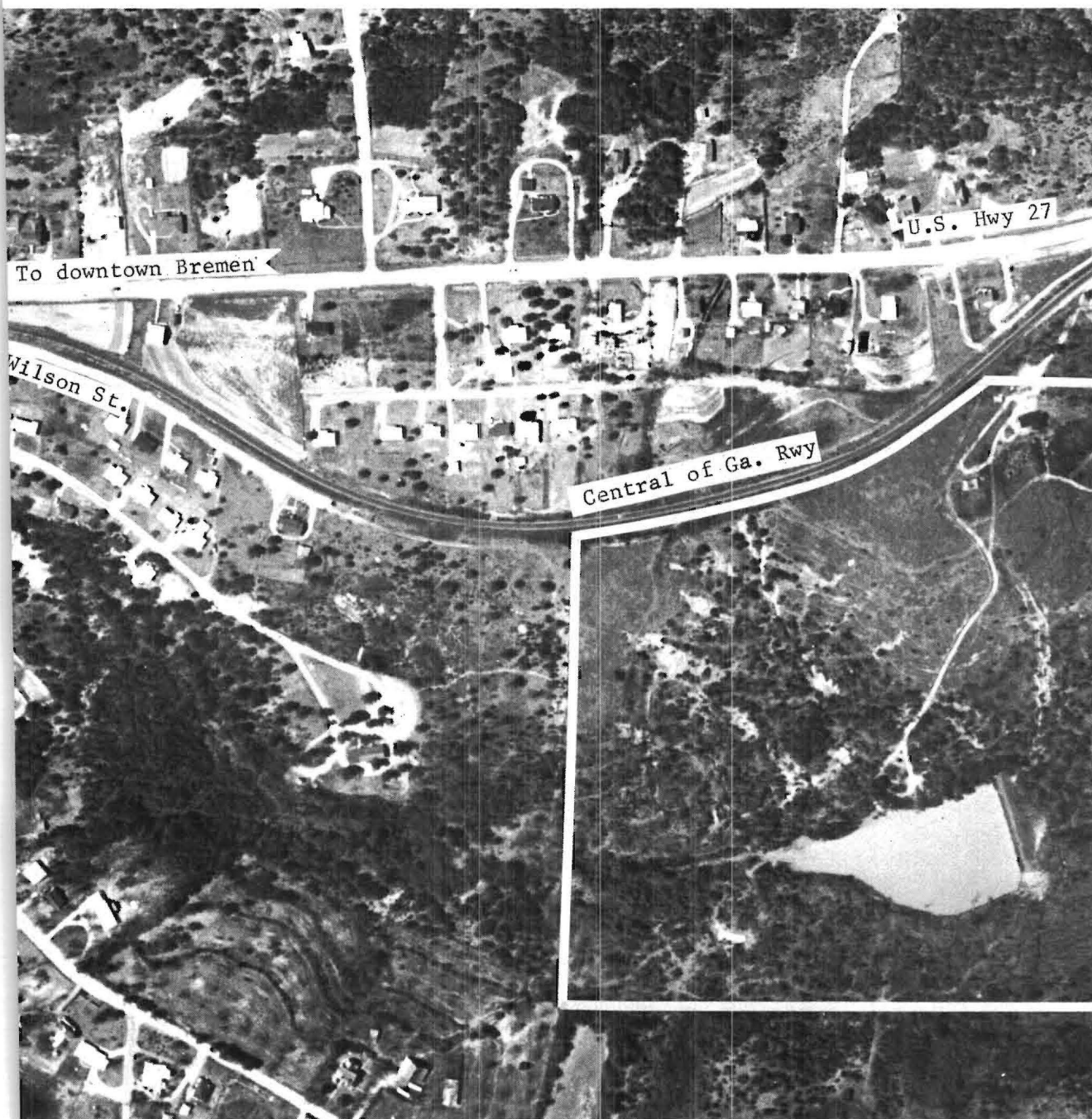


Plate 28. The property of Mrs. C. D. McCain et al at Bremen, Ga.

J. T. Mangham, Sr., Properties (2) - Some 50 to 60 acres owned by Mr. J. T. Mangham, Sr., are on the east edge of Bremen, south of U.S. Highway 27 and about opposite the Sewell Manufacturing Company property (see figure 54). Sangamore Road bounds the west side of this Mangham tract, and east from that road, commercial developments occupy a part of the 2,000-foot frontage along U.S. Highway 27.

The area is deeply rolling and open, with only a few scattered trees. A deep ravine, formed by a south-trending branch of Buck Creek, cuts the tract near its middle, giving around 80 feet of immediate relief.

A 15-acre tract, facing Sangamore Road about opposite Laurel Street, has been sold off to Bremen, Inc., local development group, for the new plant of Harlason Metals, a division of Trent Tube & Metal Company, Inc. Grading here went to depths of six or seven feet, hitting only the deeply weathered underlying schists.

There is an especially well-rounded knoll immediately north of the Harlason Metals tract that would make an excellent plant site. Also, in the northeast corner, fronting on U.S. Highway 27, is a relatively flat area 10- to 15-acre area that could be developed with minimum grading. The remainder of the property on this side of the highway is too rough to warrant development.

Utilities to this property are adequate. An 8-inch sewer from the Sewell plant extends south-southwesterly across the Mangham property to near the bend in Sangamore Road (see figure 54). (Plantation Pipe Line also has an 8-inch petroleum products line in a 30-foot easement across the property, roughly paralleling the sewer.) A Georgia Power Company transmission line crosses the south end of the tract, while an 8-inch water main is along Sangamore Road. Atlanta Gas Light Company has extended its natural gas service to the Harlason Metals plant.

North of U.S. Highway 27 and immediately east of the Sewell Manufacturing Company property, Mr. Mangham has additional property that fronts approximately 600 feet along the highway and extends north to the Southern Railway (see 2a, figure 54). The land is open and slopes upward from the highway into a well-rounded "crown" about one-third of the way northward in the tract. Sewell Manufacturing Company has a private east-west road across the rear third of the tract, and it connects with the street bounding the east side of the Mangham property.

Although the railroad is in fairly deep cuts at both sides of this tract, a lead track can come off the east side by excavating a short cut not more than 10 to 15 feet in depth.

M. A. Easterwood Tract (3) - The M. A. Easterwood farm is about 1/4-mile north on a county road that branches off U.S. Highway 27 approximately 3/4-mile north of the city limits (see figure 54). About midway from this road junction, the Easterwood farm -- which is east of the county road and the paralleling Central of Georgia Railway tracks -- begins to broaden into a wide ridge that slopes eastward to a branch of Baxter Creek. Here, southeastward from the Easterwood homestead over a distance of about 1,000 feet the elevation drop does not exceed 40 feet, and this part of the farm could be developed as an industrial site. The area is fairly well wooded.

A railroad lead track could enter this part of the farm at grade. No water or sewer lines are available here, but a 6-inch water main is along U.S. Highway 27 only about 1,500 feet south of the fork of that highway and the county road past the Easterwood farm. It is possible a water storage tank would be necessary on the Easterwood tract to obtain sufficient pressure.

L. J. White Tract (4) - About 200 acres are owned by L. J. White along both sides of the paved highway that goes west of Bremen, beginning about 1/4-mile west of the city limits (see figure 54). Here, south of the highway on both sides of the north-south trending Georgia Power transmission line is an area of 80 to 100 acres that is open and somewhat rolling.

A 6-inch water main is available within 600 feet east of this property, and a similar distance farther east of this line becomes an 8-inch main. The city water plant is approximately 1/4-mile to the north. A sewer to this farm is considered feasible by local city officials.

Plantation Pipe Line Corporation (5) - On the south city limits, east of U.S. Highway 27 and northeast of the Central of Georgia Railway, is a tract of land said to be owned by the Plantation Pipe Line Corporation which has a nearby tank farm (see figure 54). The tract is rather narrow and rough adjacent to the highway but, eastward along the railroad for a 1,000 feet or so, the land widens to a partially wooded, flat-topped ridge spur that would provide a site of 10 to 15 acres.

Although the railroad frontage here is limited by a curve and the viaduct over U.S. Highway 27, it is believed that a lead track could come off at grade within those limits. A 6-inch water main and a natural gas main are available along the highway. A trunk sewer, with gravity flow, is within 1,000 feet of this site.

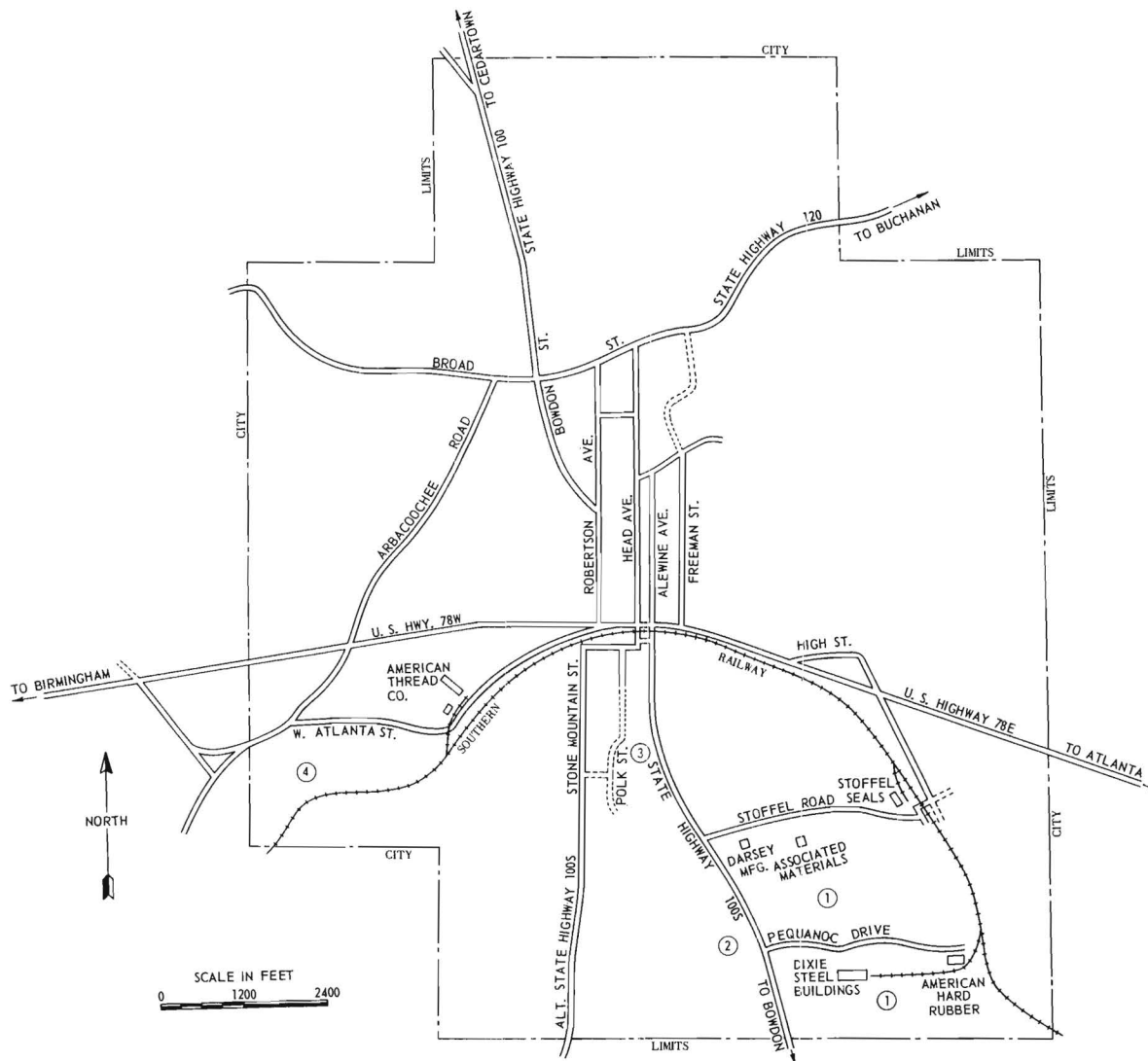


Figure 55. Index map to industrial site areas at Tallapoosa, Ga.

TALLAPOOSA

"Industrial District" (1) - In recent years, Tallapoosa has successfully located some half-dozen industries in an area about one mile south of the downtown section of the city, east of State Highway 100 over to the Southern Railway (see figure 55). Because of this area's rugged topography, a truly amazing job has been done here by local interests in creating this so-called "industrial district."* The area, generally wooded, is deeply dissected by Hachney's Branch and its tributaries and, as a consequence, is definitely hilly. The development of plant sites, and particularly extension of rail leads, has necessitated an unusual amount of grading, locally up to 12 - and 15-foot depths. One lead track, connecting two plants, is over 1,600 feet long and has 15-foot cuts.

To serve this "district," the city has extended an 8-inch water main along the east side and a 6-inch main along State Road 100 on the west side. There is a 4-inch gas line from the city system. Sewage is disposed to septic tanks.

Polk Street Area (3) - The land between Polk Street and State Highway 100 on the east (see figure 55), has been offered for industrial development, according to local sources. It is a 15- to 20-acre area, partly wooded, steeply rolling, and cut by a fairly deep tributary of Hachney's Branch near the highway. All in all, this is not a very attractive site situation, even for non-rail use. However, there is a 4-inch gas main on Polk Street and a 6-inch water main on Brock Street about 500 feet north of the Polk-Magnolia street intersection. Georgia Power Company's substation is a block west of this intersection.

* Inasmuch as this development did not involve an initial purchase of one large site area, with subsequent installation of utilities, roads, etc., and subdivision into individual tracts, this Tallapoosa "industrial district" does not come within the usual definition of that term.

Mattie L. Williams Tract (2) - West of State Highway 100 and south of Hachney's Branch, about opposite the southern half of the Tallapoosa "industrial district," is a 49-acre tract owned by Mattie L. Williams (see figure 56 and plate 29). This is mainly a rounded knoll that, in its frontage along the highway, rises a maximum of 12 to 15 feet above road level, but westward the land is rolling and gradually slopes towards Hachney's Branch and its tributary which roughly bound this tract. On the whole, this tract is a fairly good non-rail plant site, within easy reach of the utility services in the nearby "industrial district."

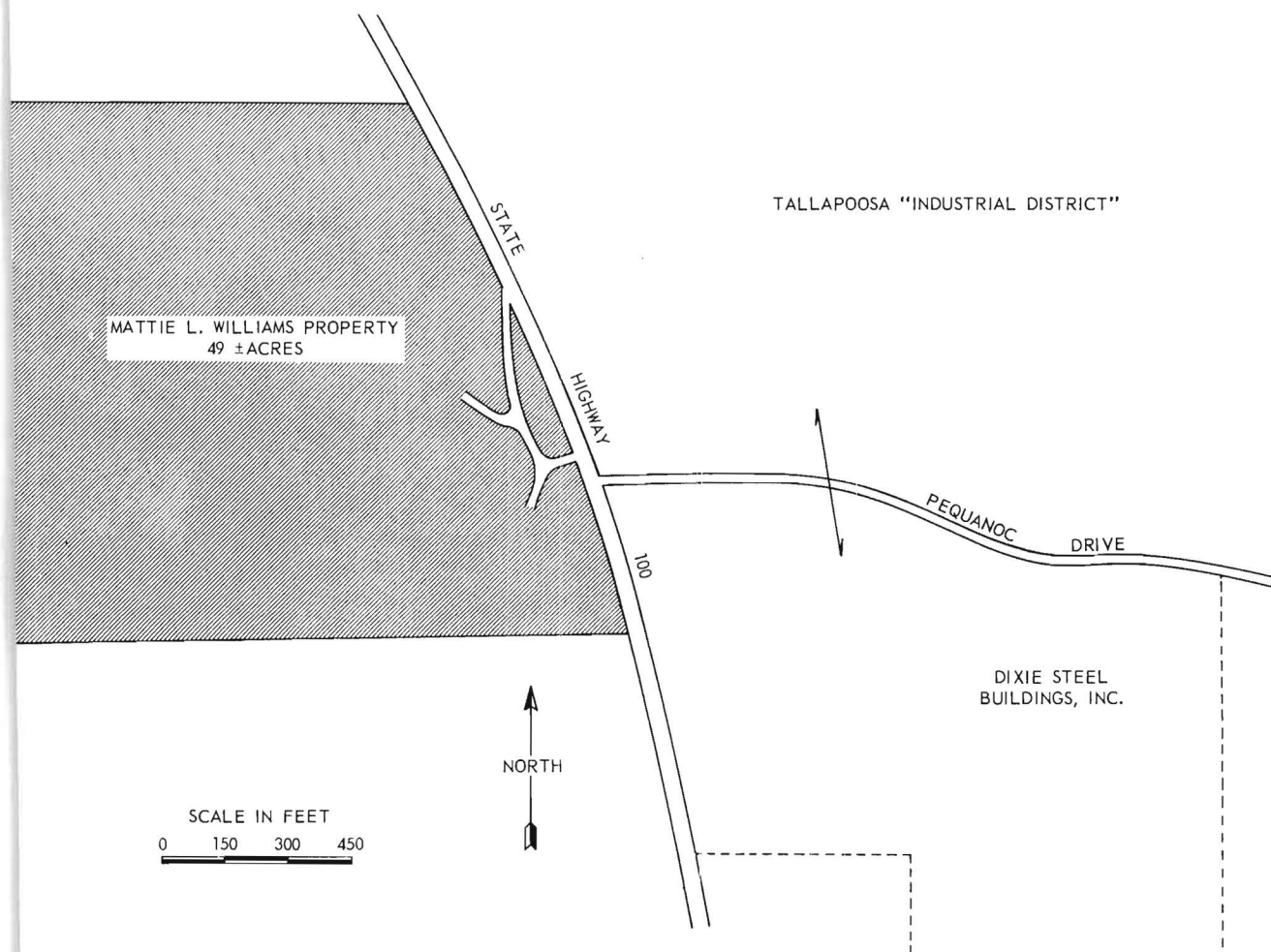


Figure 56. Property sketch of the Mattie L. Williams tract at Tallapoosa, Ga.



Plate 29. The Mattie L. Williams tract at Tallapoosa, Ga., shown in relation to plant sites of industries recently located in the nearby "industrial district."

Emory Bowling Property (4) - The best site situation observed in the Tallapoosa area is on the west side of the city, between Atlanta Street (unpaved) and the Southern Railway, mainly property owned by Emory Bowling (see figure 57 and plate 30). In this area, south of Atlanta Street and west of the American Thread Company plant to the north-south dirt road along the city dump, the land is fairly well wooded and tends to be broadly rolling, with elevation differences within a 40-foot range. A number of Negro houses along Atlanta Street might be acquired and razed, and if this were economical to do, some 75 acres might be developed into an industrial district. There is additional usable land south along the railroad and west across the dirt road in the present city dump area.

Rail access into the Bowling property is already partly developed, since an abandoned part of an old railroad grade extends east from the crossing of the dirt road and railroad. A 6-inch water main, a 2-inch gas main, and an 8-inch sewer serve the nearby American Thread mill.

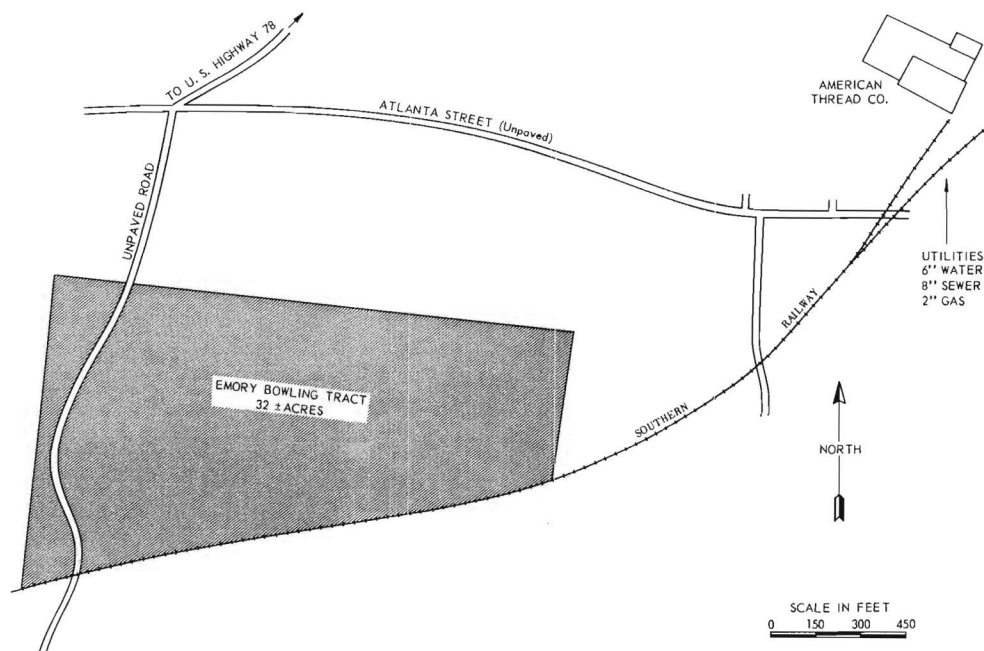


Figure 57. Property sketch of the Emory Bowling tract at Tallapoosa, Ga.

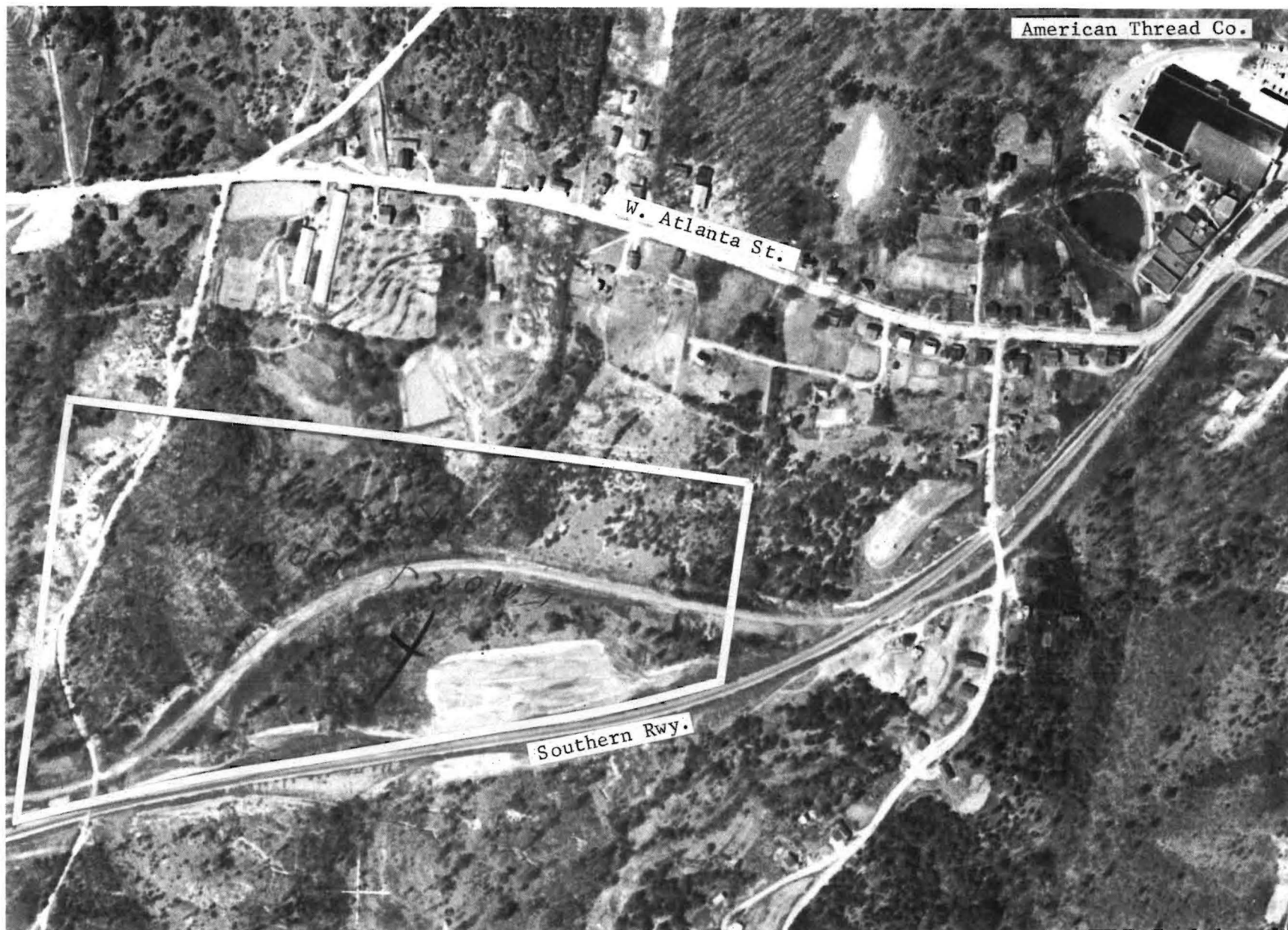


Plate 30. The Emory Bowling tract at Tallapoosa, Ga. Additional acreage might be obtained in adjacent areas between railroad and West Atlanta Street.

MURRAY COUNTY

Chatsworth, the county seat of Murray County, is the only town of sufficient size and resources in this county to have any real industrial potential, although Eton is here included because of its proximity to Chatsworth and the excellent site situation there.

On the whole, the availability of railroad sites in the immediate Chatsworth area is quite limited. To the north of town, the hilly terrain combined with residential and commercial developments have left little suitable land available for industry, and the only site described from here, the Wilbanks tract, is rated only fair (see figure 59). South of town the bottom lands of Holly Creek are largely between the Louisville and Nashville Railroad and U.S. Highway 411, and these lands reportedly flood. On the east side of town, the land above flood level along the railroad is already largely occupied by industry or other developments. However, the Bradley "CCC Camp" tract is a good but small railroad site still available in this area.

The situation as to non-rail sites is considerably more favorable, especially if the community is willing to see industry locate to the west along the Dalton Road. Although the rather wide extension of water mains beyond the city limits has been helpful to the Chatsworth site situation, current peak water demands are near the system's filter capacity and the town is handicapped further by lack of a natural gas supply. If the town expects to get any substantial industry, it is not too early to begin definite plans for site developments and other improvements to increase its potential.

While Eton possesses some excellent railroad site situations -- the Keith and Pannell tracts (see figure 60), both north and south of town -- its industrial potential is definitely limited by its small size and lack of normal services and utilities, except water and power. A small depression

mapped on the 18-acre tract (no. 2) just north of Eton may be indicative of solution of the underlying Conasauga limestone, and foundation test borings of this and adjacent areas is recommended prior to any industrial construction.

CHATSWORTH

Dr. R. H. Bradley Farm (3) - Dr. R. H. Bradley owns about 600 acres within 1 to 1 1/2 miles north to northeast of Chatsworth, on both sides of the Harrison Chapel Road, including part of the Holly Creek bottoms. Most of the remainder of the property is wooded, hilly land. On the whole, this property has only limited potential for industrial site use, especially since it is removed from normal utility services and off the railroad.

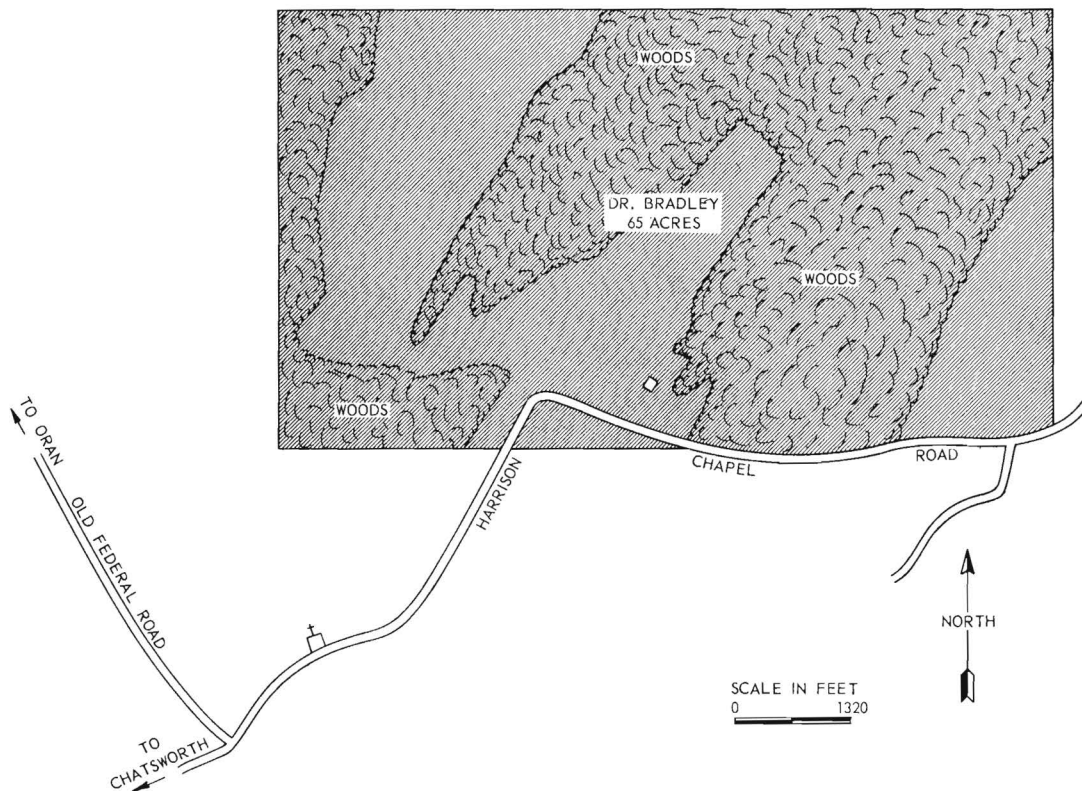


Figure 58. Property sketch of the Dr. R. H. Bradley farm on Harrison Chapel Road, near Chatsworth, Ga.



(From U. S. Geol. Survey Dalton
and Calhoun quadrangles)

Figure 59. Topographic index map to industrial site areas at Chatsworth, Ga.

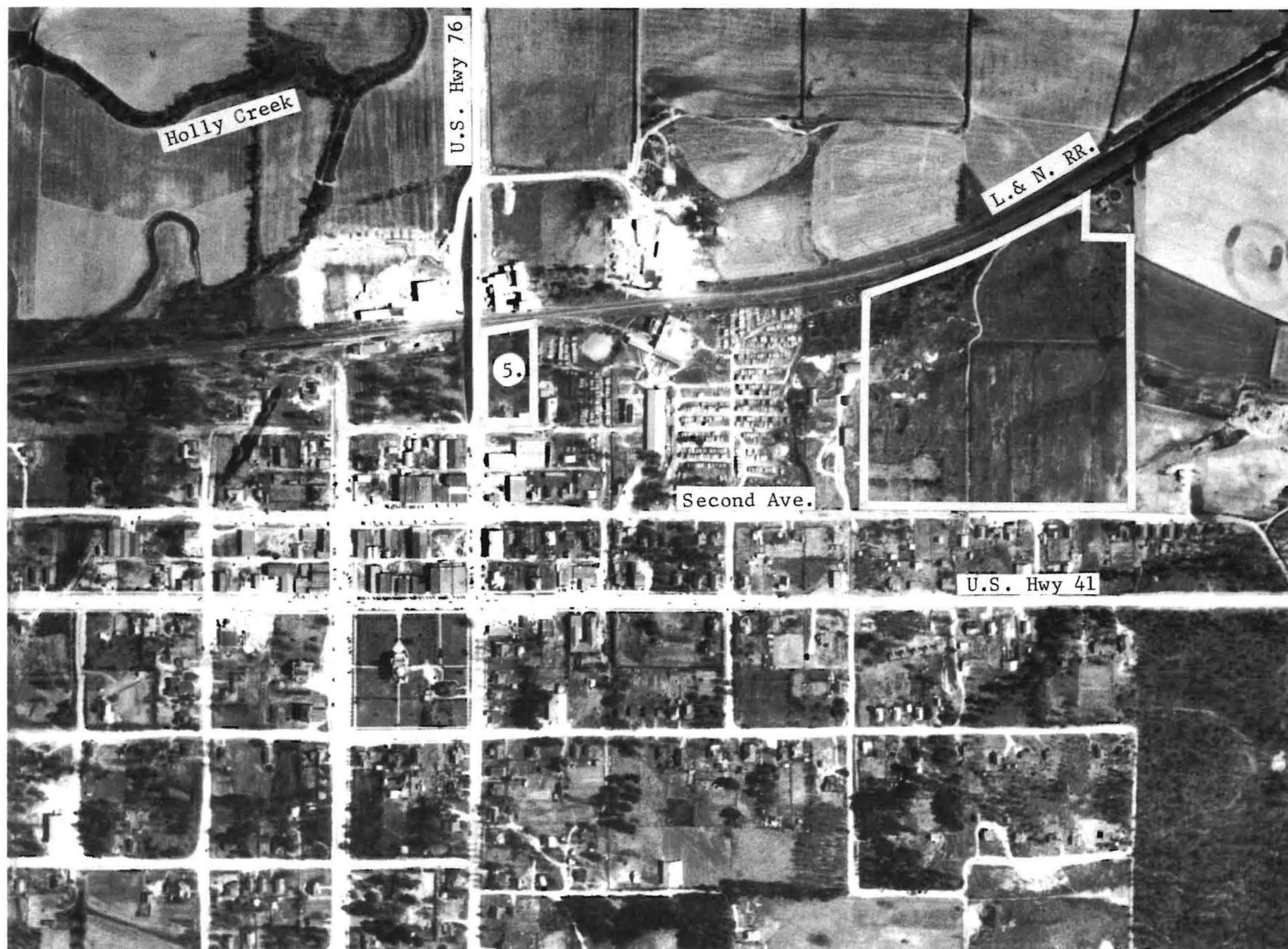


Plate 31. Aerial photo of downtown area of Chatsworth, Ga., showing locations of the "CCC Camp" tract of Dr. R. H. Bradley and of site No. 5.

Ben Wilbanks Tract (1) - A 24-acre tract, owned by Mr. Ben Wilbanks, lies between the Old Federal Road and the Louisville and Nashville Railroad, just north of the Chatsworth city limits (see figure 59). The property on the north side consists largely of a flat-topped ridge but this slopes off toward the south until the land surface there is 5 to 10 feet below road level. The land is largely open, with the most wooded part being along the railroad. This area is underlain by shale.

To bring a railroad lead track onto the ridge at the north end will require a fill about 200 yards long and around 10 feet high.

A 6-inch water main and 8-inch sewer are within 2,400 feet south of this property.

North of the Wilbanks tract, about to the forks of the Old Federal and Harrison Chapel roads, the land continues as a broad, rounded ridge that flattens eastward as the Federal Road is approached. This area, if obtainable, would have 10 to 15 acres of usable land that, along with Wilbanks acreage, would make the best railroad site seen in the Chatsworth area.

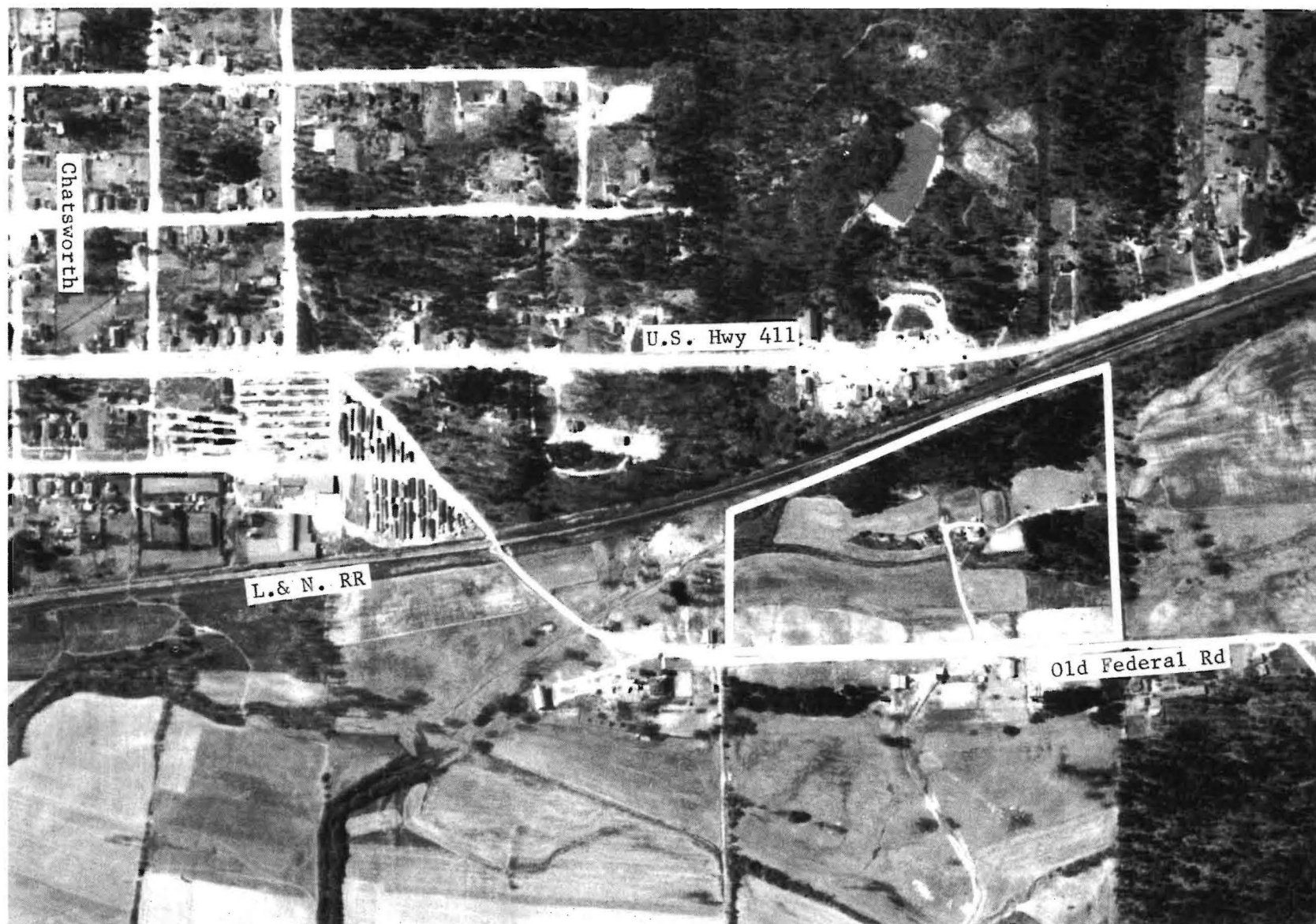


Plate 32. The Ben Wilbanks tract at Chatsworth, Ga.

Dr. R. H. Bradley "CCC" Tract (2) - A 10- to 12-acre property once used as a CCC camp, also is owned by Dr. R. H. Bradley on Second Avenue, in the southeast corner of Chatsworth (see figure 59 and plate 31). Although the land is slightly rolling, elevation differences are probably within a 10-foot range. The property is fairly well wooded and brush-grown. Shale underlies the tract and a brickyard once operated here; the remains of an old kiln still were to be seen near the north property line in the summer of 1961.

The city owns a small area in the southeast corner of this property on which is located the city sewage disposal plant. A trunk sewer runs under part of Dr. Bradley's property. A 6-inch water main is along Second Avenue. U.S. Highway 411 is one city block to the west.

The Louisville & Nashville Railroad is on a fill along the east (rear) side of the tract, and at its north end, the tracks curve sharply about opposite the Georgia Talc Mill. Although a lead track is said to have extended into the Bradley property when it was used as a brickyard, the old grade for such track could not be located. It would appear necessary, because of the fill and curve of the main line, to take off a lead about opposite the Georgia Talc Mill and, by easement over the adjoining property, bring the track into the Bradley property over a fill about 750-foot long and, in places, five to seven feet high.

Robert Peeples Tract (4) - This 12-acre tract, owned by Mr. Robert Peeples, is about 1/4-mile south of the Chatsworth city limits along U.S. Highway 411 and about 1/2-mile west of that highway on a paved road known locally as the "Dalton Airport" Road (see figure 59). The property fronts for some 1,000 feet along the latter road. An improved county road bounds the south side which is 500 feet long. The property is marked by a low, wide drainage line that runs from the southwest corner to near the middle of the "Dalton Airport" Road frontage, with the land rising 15 to 20 feet from this low area toward each of the bounding roads. Nevertheless, a reasonable amount of grading could convert this tract into a good plant site.

A 6-inch water line is available along U.S. Highway 411, but lack of sewer and location off U.S. Highway 411 tend to minimize the industrial potential of this property.

Chatsworth Lumber Co. - W. H. Thomas Tract (5) - These listed owners have a tract of about two acres (400 feet long by 60 and 90 feet wide) that is immediately south of the viaduct on Fort Street over the Louisville & Nashville Railroad tracks which are along the east side of the tract. It is north of the Chatsworth Lumber Company and across the railroad from the "Cohutta" talc processing mill. Although the tract is quite level, it was badly overgrown by weeds and brush and was the dumping ground for old cars and other junk when inspected in the summer of 1961. Before being offered for sale, this tract should be cleaned up.

A 6-inch water main and a 10-inch sewer are adjacent to the property. A rail spur can come into the property by extending a lead track presently installed to the coal yard north of the viaduct.

1 1/2 Miles West of City Limits (6) - An unidentified tract on the north side of the Dalton Road (U.S. Highway 76) about 1 1/2 miles west of the city limits has very good possibilities as a non-rail site (see figure 59). It lies west of the north-trending unpaved road that connects with the paved road past the Murray County High School. This property, which contains an estimated 10 or 12 acres, is largely open land, with a low area that extends from about the middle of the Dalton Road frontage northwest toward a small branch draining to a swampy area. However, to the east and north, the land rises, and grading and filling of the low area should give a very usable plant site. Location along the Dalton Road gives an added prestige value to this property.

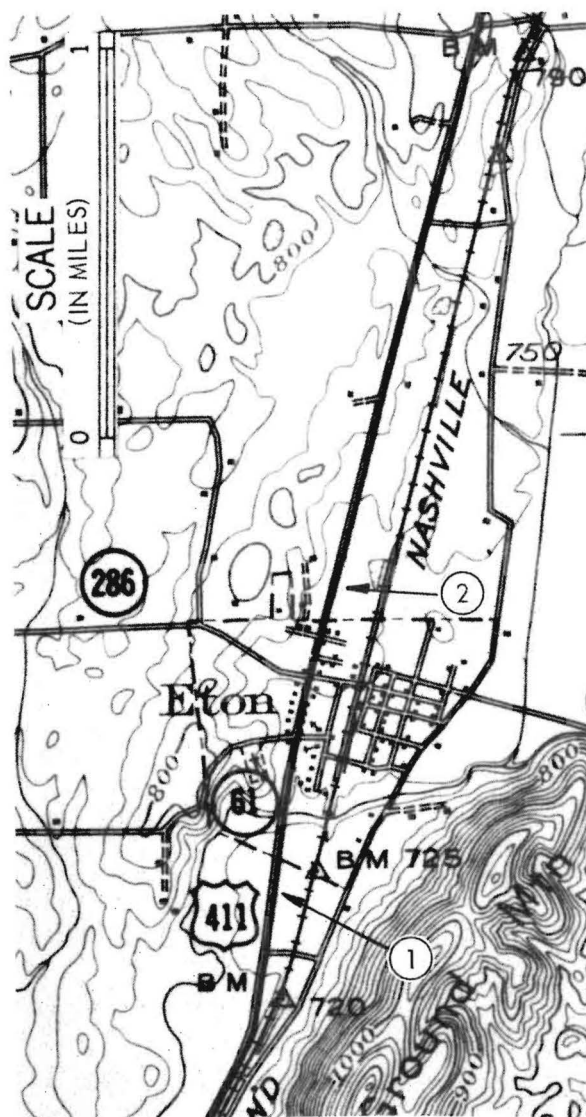
A 6-inch water line is along the Dalton Road.

Dalton Road Area (7) - West from the foregoing site for about 2 1/2 miles along Dalton Road (U.S. Highway 76) to its crossing of the Cleveland Road (State Highway 225), just north of Spring Place, there is some excellent open land lying mainly south of the Dalton Road (see figure 59). The ownerships here are not identified nor is there any assurance these lands are available, but there are a number of places where good non-rail sites of considerable size could be developed.

A 6-inch water main is along the highway.

1 1/2 Miles North of Spring Place (8) - About 1 1/2 miles north of Spring Place, in the southwest quadrant of the crossroads formed there by State Highway 225 and a paved east-west road, is a 110-acre tract locally suggested as possible industrial land (see figure 59). Inspection, however, revealed that a number of high-quality residences have recently been built along both highway frontages of this tract and, in our opinion, this residential development has nullified the industrial potential of the property.

A 6-inch water main from the Dalton system is along the east-west highway.



(From U. S. G. S.
Dalton quadrangle)
Figure 60. Topographic index map
to industrial site areas
at Eton, Ga.

ETON

Charles Pannell Property (1) - On the south side of Eton, Mr. Charles Pannell owns a 10-acre tract that begins about 300 feet south of a branch of Mill Creek and lies between the Louisville & Nashville Railroad and U.S. Highway 411 for a distance of 1,430 feet (see figure 60). This is relatively flat, open pasture land that drains westward over a very gentle slope. Its location along the highway makes this property an attractive prestige site.

A 6-inch water main is along the highway. A railroad lead track would have to enter the property from the south end over a fill up to 8 or 10 feet high, due to the Louisville & Nashville Railroad being on a fill along the east side.

Keith Properties (2) - North from the Eton city limits for about one-half mile between the Louisville & Nashville Railroad and U.S. Highway 411, the land is quite level and open and owned by Judge W. W. Keith, Jr., Julian Keith (of Austell) and Lee Jones (of Dalton). Additional similarly open and level land is west of U.S. Highway 411 (see figures 60 and 61; plate 33). Especially level are the 18 acres or so immediately north of the city limits, and a railroad lead track could enter this property at grade. Beyond this tract the land rises and the railroad is in a cut, so that a wye from this lead track would have to serve those acreages farther north. A cemetery on the high point north of the Jones property would block development beyond that point.

East across the railroad from the foregoing lands are 50 or 60 acres of exceptionally level land extending over to a north-south unpaved road. This area, mainly cotton fields and pasture land, is owned by Mr. Tom Gregory and Mrs. W. W. Keith, Sr. A railroad lead track can come into this

area at several points, at grade or by means of a short fill. Additional open, level land extends east to a branch of Mill Creek.

A 6-inch water main from Chatsworth that serves Eton would have to be extended into any of the above areas. There is neither sewerage nor a natural gas supply in the Eton area.

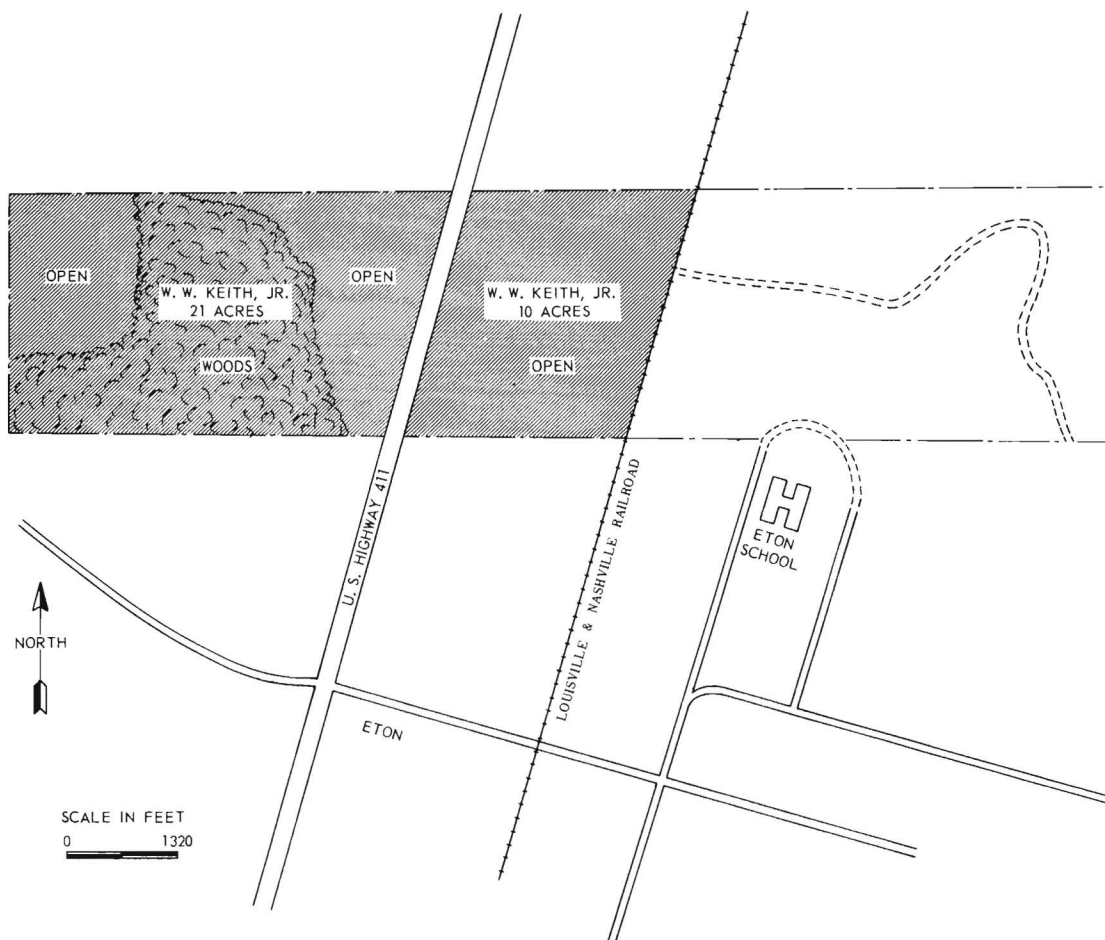


Figure 61. Property sketch of W. W. Keith, Jr., tracts at Eton, Ga.



Plate 33. The W. W. Keith, Jr., tracts at Eton, Ga.

PAULDING COUNTY

The proximity of this county to Atlanta, and more particularly to adjoining Cobb County with its large aircraft industry, would normally give Dallas -- the county seat and major trading center -- a strong industrial potential. However, this potential is substantially minimized by Dallas' weak site situation due to definitely unfavorable topography and to the lack of a direct highway route to the Atlanta area. A plus factor, on the other hand, is service by two railroads.

The hilly terrain of the Dallas area has few places within reach of railroad lead tracks that could be developed as sites and, in most instances, these are limited to only a few acres. Even non-rail sites are at a premium. The most promising site situation, where 100 acres or more might be developed, is the Lee farm just outside the southeast city limits (see plate 35). It has the advantage of being close to existing utilities capable of accommodating industrial loads. Although this farm is locally reported as not available, Dallas should make a strong effort to acquire this land, if it hopes to obtain any substantial industry in the future.

The site situation at Hiram is considerably better than at Dallas, but the small size of this community and its location about a mile south of U.S. Highway 278 will tend to limit its future industrial potential. The local effort to attract industry also can be seriously damaged by present prices being asked for possible industrial site acreage. Prices quoted on some of the lands inspected during this survey are completely unrealistic in respect to Hiram's apparent future possibilities.

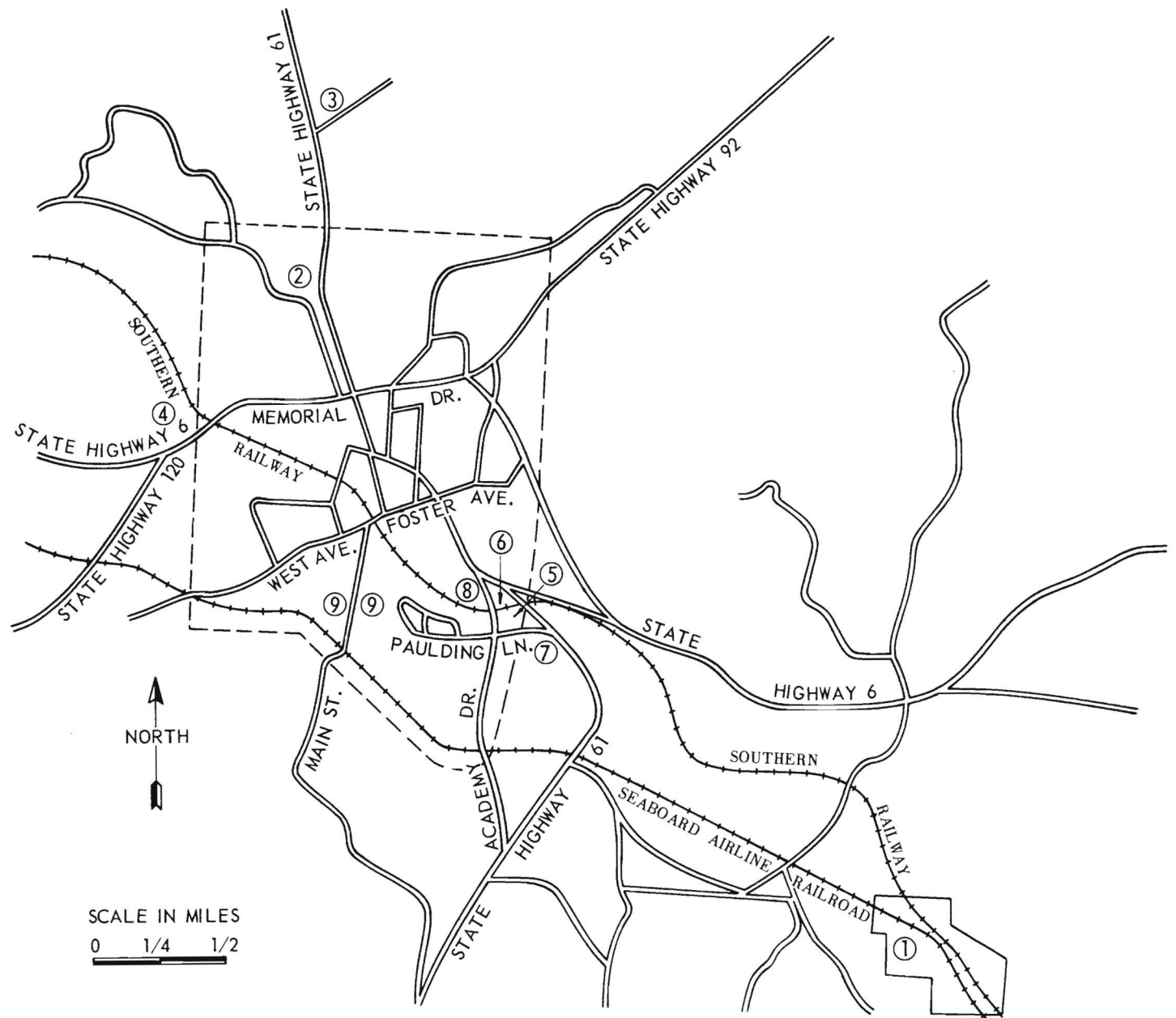
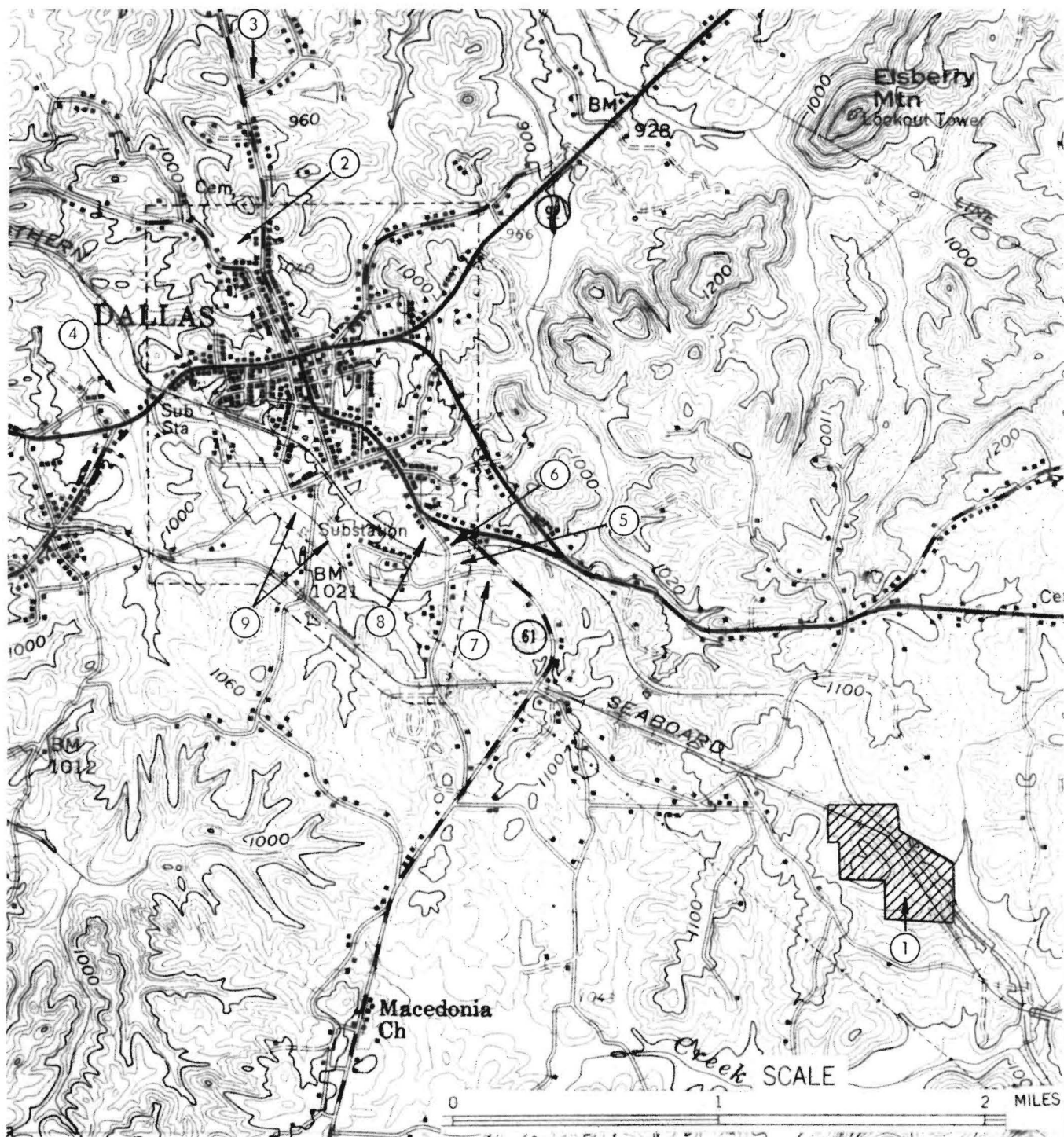


Figure 62. Index map to industrial site areas at Dallas, Ga.

DALLAS

Henry A. Winn Tract (1) - The Paulding Industrial Development Corporation has optioned 100 acres on the Henry A. Winn farm, 1 3/4 miles southeast of the Dallas city limits on a county road that turns east off State Road 61 where the latter crosses the Southern Railway viaduct (see figures 62 and 63). The option covers an irregularly rectangular tract that, for some 3,500 feet, lies along both sides of the Seaboard and Southern railroads which here parallel each other at distances of 150 to 300 feet (see plate 34). Much of the tract is definitely hilly, marked by one prominent hill that has a maximum height of approximately 80 feet above the Seaboard tracks. This hill, in its southeastward extension along the railroad, becomes a flat-topped nose or terrace of 10 to 15 acres which, with minimum grading, could be made into a most acceptable plant site. Although the railroad is about 30 feet below the general level of this terrace, a lead track probably can be brought to this level by means of a long lead up the east side of the terrace, but admittedly such installation will require much grading to maintain a permissible grade and will be expensive.

Gas is available from a 4-inch high-pressure transmission line 1 1/4 miles northwest, at the intersection of the county road with State Road 61. The nearest water connection would be a 6-inch main on Academy Drive near the Dallas city limits.



(From U. S. Geol. Survey Dallas quadrangle)
 Figure 63. Topographic index map to industrial site areas at Dallas, Ga.

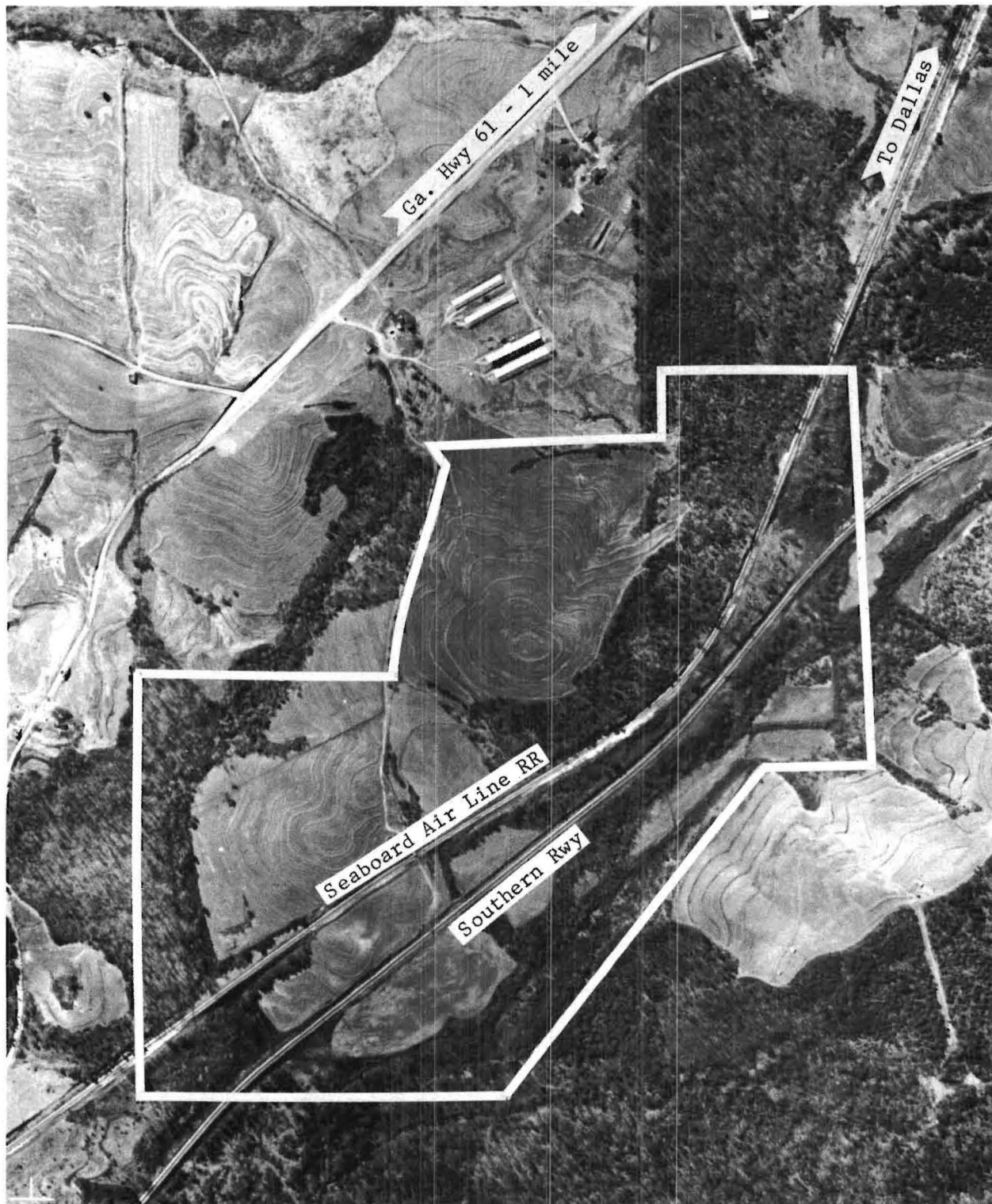


Plate 34. The Henry A. Winn property about 1 3/4 miles southeast of Dallas, Ga.

COOSA VALLEY
Industrial Site Data

Name of Property Henry A. Winn County Paulding
Owner same City or Town Dallas Ga.
Location 2 miles southeast of city limits, on county road off State 61

Holder of Option Paulding County Industrial Development Corporation

Option Terms October 31, 1961 to October 31, 1962

Owner agreement signed: Yes No

Acres in tract 105 approx.

Offering price -- \$ 200 /acre

Inside Corporate Limits: Yes x No Zoning Classification none

R. R. Service: Name of R. R. Southern and Seaboard Main Line: x Branch Line:

Tract within switching limits: Yes No x Rail spur installed: Yes No x

Highway:

Distance to: major highway 1½ miles northwest Highway designation State 61
access street 6000 feet west Street name county road

Width of right-of-way of highway or access street: (*) feet Paved? Yes No

Near a

Major Stream? Yes x No If so, name: Lick Log Creek

Distance/direction goes through property

Utilities:

Water: On site? Yes No x

Distance/direction to nearest connection 2½ miles northwest

Size of main in. Looped: Dead-end: Pressure: lbs.

Electricity: Substation: capacity: kva peak load kva

Distance/direction from tract

Supplier: Georgia Power Co. and/or Douglas County Electric Membership Corp

Gas:

(Natural) On site? Yes No x

Distance/direction to nearest connection 1½ miles northwest

Size of main 4 in. high-pressure Pressure lbs.

Supplier: Southern Natural Gas Company

Sewer: On site? Yes No x Size: in. City disposal plant? Yes No x

Distance/direction to nearest sewer 2½ miles northwest

Present use of property: farm Improvements on it? none

(*) as much access road right-of-way will be given between county road and tract
as is necessary

C. B. McGarity Property (2) - Limited site acreage might be developed on the C. B. McGarity property on the north side of the city (see figure 63). Here, west of State Highway 61, between the city cemetery on the north and Polk Avenue to the south, possibly around 10 acres appear usable. The land slopes from both the north and south sides toward a shallow flat area near the middle of the tract and this, in turn, slopes to the west side to a drainage line about 20 feet below the general level of this mid-tract flat area. The tract is only partly wooded. There are a half-dozen or more medium-quality houses along State Highway 61 and Polk Avenue, and the proximity of these homes definitely limits this tract to light industry use. However, by reasonable grading, a very good plant site might be developed here, despite the fact that only about 200-foot frontage could be obtained along State Highway 61.

There is a 6-inch water main and 8-inch sewer on State Highway 61 to the city limits at the cemetery; a 6-inch gas main extends to Polk Avenue.

Old Cartersville Road (3) - East of State Highway 61 on the Old Cartersville Road, about 1/2-mile from the city limits, there is an open field of 500- to 600-footage north of the road and west of Atcheson Drive (see figure 63). About five or six acres would be available here for a light industry. A 2-inch gas main is on Atcheson Drive; a 6-inch water line and a 8-inch sewer are within one-half mile at the city limits (see above, property no. 2).

West of the City (4) - The area west of the Southern Railway and north of State Road 6, just west of the city limits, is largely open fields sloping east to the bottom lands along a branch of Pumpkinvine Creek (see figure 63). However, any development here would be non-rail, since the railroad is 30 to 35 feet above the creek level and this, plus curves and cuts of the railroad, prevents take-off of a lead track.



Plate 35. Locations of industrial site areas in the southeast part of Dallas, Ga. (5 - Lee tract; 6 - Fuller tract; 7 - Lee farm; and 8 - Lee-Fuller tract.)

Jesse T. Lee Tract (5) - In the southeast part of the city, just west of the State Highway 61 viaduct over the Southern Railway, there is a well-rounded 7-acre semi-triangular piece of open land owned by Jesse T. Lee (see plate 35). This tract, bounded by Academy Drive on the west, Paulding Lane on the south, State 61 on the east, and the railroad on the north, can be served by a lead track entering about where Academy Drive crosses the railroad. The local development group in early 1962 held an option on this property for a prospective industry.

In this area, to serve this tract and the Fuller tract and the Lee farm described below, are a 6-inch water main and 8-inch sewer on Academy Drive south to the Negro school that is west of the Lee farm; a 2-inch natural gas main on Academy Drive to the Southern Railway; and a 4-inch high-pressure lateral of the city system nearby along State Highway 61.

Adkie Fuller Tract (6) - The small triangular, open field area of five or six acres north across the railroad from the foregoing Lee tract (no. 5) and lying between the intersection of State Highway 61 and Academy Drive is the Adkie Fuller property (see plate 35). The land slopes toward the railroad, and a lead track can come in at grade at the southeast corner. There is a residence on Academy Drive.

This is an excellent prestige location for either a small light industry or a warehousing operation.

Jesse T. Lee Farm (7) - South of Paulding Lane and west of State Highway 61 is an open field of the Jesse T. Lee farm that rises gradually from the Lane into a rounded, flat-topped area of 100 acres or so (see figure 63 and plate 35). Although the Lee farm extends west to the Negro school on Academy Drive, this area of the farm appears most suitable for industrial development. So far as known, however, this land is not presently available.

A lead track can come into the Lee farm by taking off from the Southern Railway main line where it crosses Academy Drive, then crossing the west part of the Lee tract (no. 5 above) and Paulding Lane. Some fill may be necessary.

Lee and Fuller Tracts (8) - In the area bounded by Academy Drive, Foster Street and the Southern Railway, the western part is owned by Jesse T. Lee and the eastern part by Adkie Fuller (see plate 35). In the latter part, just west of that section of Academy Drive between its intersection with State Highway 6 (Harder Street) and the railroad, the land is open and quite level over some 8 to 10 acres. The location at a major highway route gives definite prestige value to this site.

A 6-inch water main, a 2-inch gas main, and 8-inch sewer are on Academy Drive.

Mrs. H. C. Hutchens Properties (9) - A large acreage is owned by Mrs. H. C. Hutchens in the southwest part of Dallas. As seen south of West Avenue, on the west side of Main Street, there is a broad flat along a branch of Pumpkinvine Creek, with the Georgia Power Company sub-station on the south side of this creek (see figure 63). West and south from the creek, the land rises 40 to 50 feet to the Seaboard Airline Railroad, and bringing a lead track into this property is not considered feasible. Neither is the creek flat a very desirable site area, due to possible flooding. East of Main Street, the land is mainly open fields, sloping from the railroad down to the creek with an elevation drop of about 50 feet in a distance of 1,500 feet. Inasmuch as this gives a grade of slightly over 3%, it is possible that a lead track could be brought into this part of the property, although it will require careful layout study. From Main Street over to a tree line on the east side of the property is about 400 feet, giving a total open area of around 15 acres.

On Main Street, at the Southern Railway depot, are available a 6-inch water main and 6-inch gas line. These are approximately 1,000 feet north of the creek. An 8-inch sewer is along the creek.

Other parts of Mrs. Hutchens land were inspected adjacent to the Seaboard Railroad southwest on West Avenue (unpaved) to beyond where it passes beneath the railroad viaduct and in the area south and west of the Seaboard depot. In all instances, the observed areas were too hilly for development and not economically accessible to the railroad.

YORKVILLE

North of Town (1-2) - Just north of Yorkville, on the east side of U.S. Highway 278, are 10 acres or more of open field that slope gradually away from the highway and then rise over the easternmost one-third of the area (see 1, figure 64). A small knoll along the highway could be graded down to fill in the lower ground to the east.

West across the highway, between the county road along a cemetery on the south side and a dirt road on the north, there is a tract (no. 2, figure 64) of 15 acres or so of open land. It slopes west to about 10 feet below highway level and then rises 20 feet or more toward the west. This tract, like the one east across the highway, could be graded into a usable site. Their frontages on the highway definitely add to their site values.

J. F. Poole Farm (3) - The best site area seen at Yorkville is the J. F. Poole farm immediately east of the town limits, on the north side of State Highway 6 (see figure 64). Here, extending along the highway to a private road going north into the farm, are 20 to 25 acres of quite flat, gently crowned open fields and pasture, cut only by a shallow drainage line near the middle of the area. The depth of the tract is about 900 feet. East of the private road, the land drops sharply to a drainage line.



(From U. S. G. S.
Dallas quadrangle)
Figure 64. Topographic map
of the Yorkville, Ga.,
area, showing locations
of possible industrial
sites.

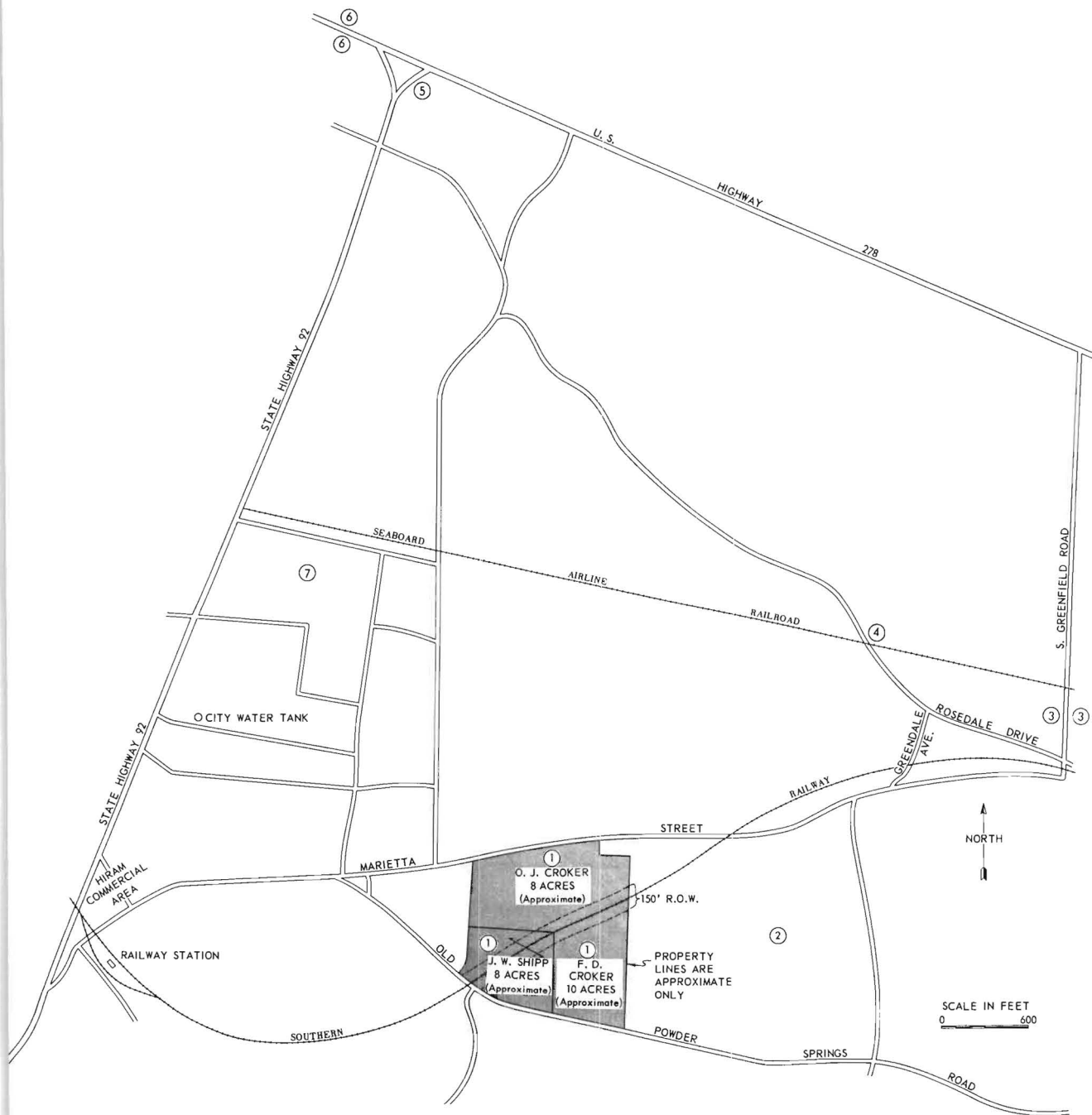


Figure 65. Index map to industrial site areas at Hiram, Ga.

HIRAM

Shipp and Croker (1) - A total of 26 acres is available in the J. W. Shipp and O. J. and Franklin D. Croker tracts in the south part of Hiram between the Old Powder Springs Road and Marietta Street (see figure 65 and plate 36). The farm land here, largely open and only slightly rolling, gradually rises 10 to 15 feet above the railroad level. A siding of the Southern Railway presently crosses Old Powder Spring, and lead tracks into any of these properties would appear to be possible with permissible grades. However, it might prove more feasible to bring in such trackage into the properties from the north side.

The Shipp and O. J. Croker tracts are within 300 feet and 600 feet, respectively, of a 2-inch natural gas main and a 6-inch water main, while the Franklin D. Croker tract is 1,000 feet and 1,300 feet, respectively, from such gas and water supplies. The Franklin D. Croker tract and part of the Shipp tract are outside the city limits and could be supplied by the Douglas County Electric Membership Corporation or the Georgia Power Company.

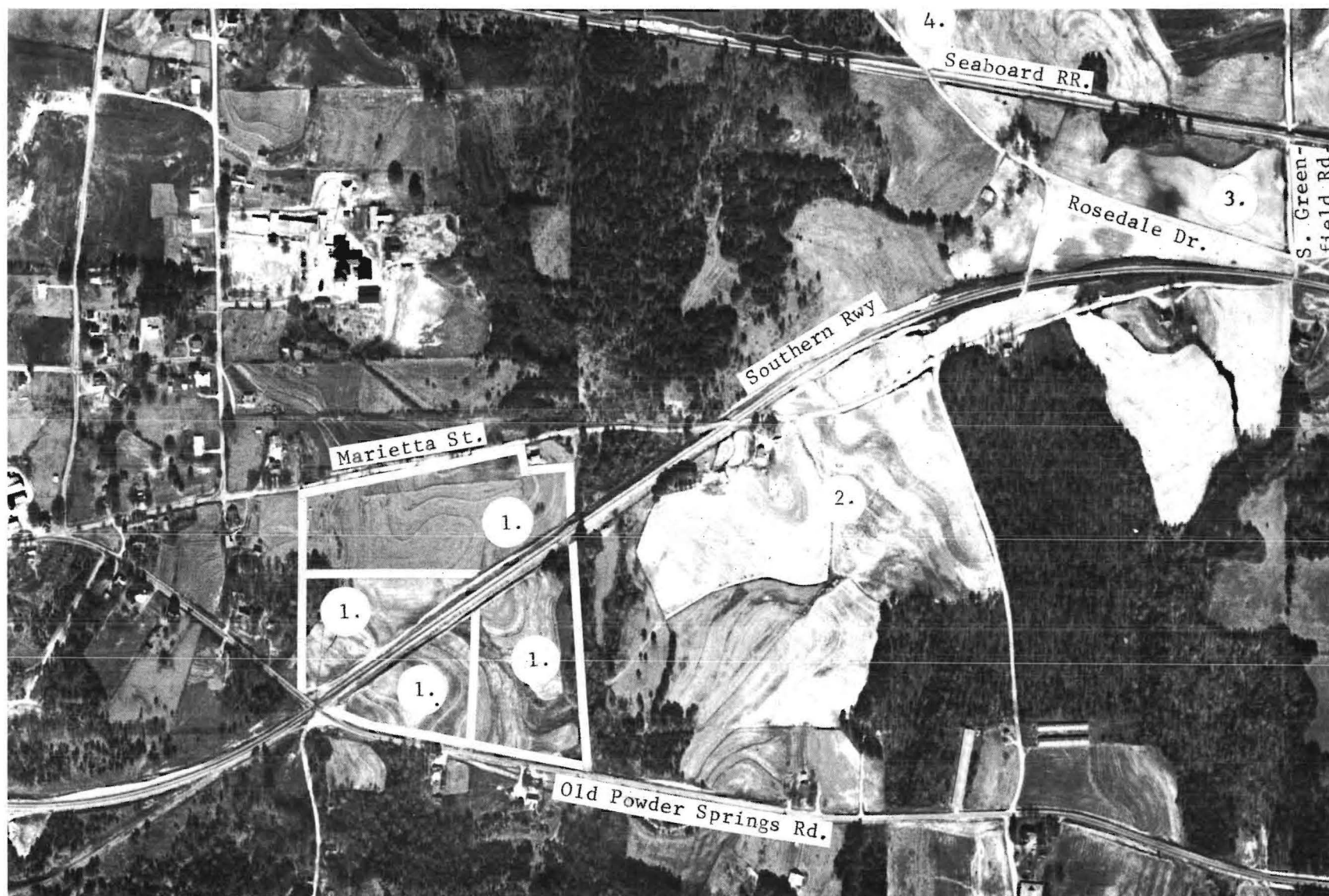


Plate 36. Croker and Shipp tracts (No. 1) in the southeast section of Hiram, Ga., with locations of other nearby site areas.

COOSA VALLEY
Industrial Site Data

Name of Property John W. Shipp County Paulding
Owner same City or Town Hiram Ga.
Location about 1/4-mile east of center of town, on Old Powder Springs Road

Holder of Option _____

Option Terms _____

Owner agreement signed: Yes x No _____

Acres in tract 8 Offering price -- \$ 1000 /acre

Inside Corporate Limits: Yes (*) No _____ Zoning Classification none

R. R. Service: Name of R. R. Southern Main Line: x Branch Line: _____

Tract within switching limits: Yes _____ No (**) Rail spur installed: Yes _____ No _____
(**) switching limits end at southwest corner of tract

Highway:

Distance to: major highway 1/2-mile west Highway designation State 92
access street fronts on it Street name Old Powder Springs Road

Width of right-of-way of highway or access street: 50 feet Paved? Yes x No _____

Near a

Major Stream? Yes x No _____ If so, name: Grays Mill Creek

Distance/direction 1/2-mile southwest

Utilities:

Water: On site? Yes _____ No x

Distance/direction to nearest connection 2-inch main, 300 feet west
on Old Powder Springs Road; 6-inch main, 600 feet west on same road

Size of main 2&6 in. Looped: _____ Dead-end: x Pressure: 90 lbs.

Electricity: Substation: capacity: 2500 kva peak load 1792 kva

Distance/direction from tract Georgia Power, 300 feet west

Supplier: Georgia Power Co. and/or Douglas County Electric Membership Corp

Gas:

(Natural) On site? Yes _____ No x

Distance/direction to nearest connection approximately 300 feet west

Size of main 2 in. Pressure 20 lbs.

Supplier: _____

Sewer: On site? Yes _____ No x Size: _____ in. City disposal plant? Yes _____ No _____

Distance/direction to nearest sewer not available

Present use of property: farming Improvements on it? none

(*) about half of tract inside city limits

COOSA VALLEY
Industrial Site Data

Name of Property O. J. Croker County Paulding
Owner same City or Town Hiram, Ga.
Location southeast corner of city, on Marietta Street

Holder of Option _____

Option Terms _____

Owner agreement signed: Yes x No

Acres in tract 8 approx. Offering price -- \$ 1000 /acre

Inside Corporate Limits: Yes x No Zoning Classification none

R. R. Service: Name of R. R. Southern Main Line: x Branch Line:

Tract within switching limits: Yes No x Rail spur installed: Yes No x

Highway:

Distance to: major highway 1/2-mile west Highway designation State 92
access street fronts on it Street name Marietta

Width of right-of-way of highway or access street: feet Paved? Yes (*) No
(*) within 200 ft.

Near a

Major Stream? Yes x No If so, name: Gray's Mill Creek

Distance/direction 1/2-mile southwest

Utilities:

Water: On site? Yes No x

Distance/direction to nearest connection 550 feet west on Marietta
Street

Size of main 6 in. Looped: x Dead-end: Pressure: 90 lbs.

Electricity: Substation: capacity: 2500 kva peak load 1792 kva

Distance/direction from tract on site

Supplier: Georgia Power Company

Gas:

(Natural) On site? Yes No x

Distance/direction to nearest connection 300 feet west on
Marietta Street

Size of main 2 in. Pressure 20 lbs.

Supplier: City of Dallas, Ga.

Sewer: On site? Yes No x Size: in. City disposal plant? Yes No x

Distance/direction to nearest sewer not available

Present use of property: farming Improvements on it? none

COOSA VALLEY
Industrial Site Data

Name of Property Franklin D. Croker County Paulding
Owner same City or Town Hiram, Ga.
Location about 1/4-mile east of center of town, on Old Powder Springs Road

Holder of Option _____

Option Terms _____

Owner agreement signed: Yes x No _____

Acres in tract 10 approx.

Offering price -- \$ 1,000 /acre

Inside Corporate Limits: Yes _____ No x Zoning Classification none

R. R. Service: Name of R. R. Southern Main Line: x Branch Line: _____

Tract within switching limits: Yes _____ No x Rail spur installed: Yes _____ No x

Highway:

Distance to: major highway 1/2-mile west Highway designation State 92
access street fronts on it Street name Old Powder Springs Road

Width of right-of-way of highway or access street: 50 feet Paved? Yes x No _____

Near a

Major Stream? Yes x No _____ If so, name: Gray's Mill Creek

Distance/direction 1/2-mile southwest

Utilities:

Water: On site? Yes _____ No x

Distance/direction to nearest connection 2-inch main, 1000 feet west
on Old Powder Springs Road; 6-inch main, 3000 feet

Size of main 2&6 in. Looped: _____ Dead-end: x Pressure: 90 lbs.

Electricity: Substation: capacity: 2500 kva peak load 1792 kva

Distance/direction from tract _____

Supplier: Georgia Power Co. and/or Douglas County Electric Membership Corp

Gas:

(Natural) On site? Yes _____ No X

Distance/direction to nearest connection about 1000 feet west

Size of main 2 in. Pressure 20 lbs.

Supplier: _____ City of Dallas, Ga.

Sewer: On site? Yes _____ No x Size: _____ in. City disposal plant? Yes _____ No x

Distance/direction to nearest sewer not available

Present use of property: farming Improvements on it? none

HIRAM

Russ Hitchcock Tract (2) - The best railroad site seen in the Hiram area is the Russ Hitchcock farm of 70 to 75 acres, just east of the city limits and along the Southern Railway (see figure 65). Most of the farm is open fields with elevation differences probably not exceeding 15 feet. A shallow north-south drainage line crosses near the middle of the farm and small knolls mark the southeast and northeast corners. A lead track can come off the Southern mainline just east of the Hitchcock house. A short fill of 5- to 7-foot height would be necessary to bridge the drainage line. Some grading may be required for a plant site, but this is no problem as the soil depth is 3 to 4 feet and no rock was noted on the farm.

City utilities available to the above Croker and Shipp properties (see no. 1) also could be extended to this adjoining Hitchcock property.

Rosedale Drive Area (3) - In the vicinity of Rosedale Drive and Greenfield Road, east of Hiram (see figure 65), there is an area of 50 acres or more in two ownerships. Both the Seaboard and the Southern railroads can serve the area. East of Greenfield Road, between Rosedale Drive and the Seaboard, are 30 to 40 acres of open pasture within a 30-foot elevation range. There is a homestead on the farm. A lead from the Southern Railway can enter at grade.

West of Greenfield Road, between Rosedale Drive and the Seaboard tracks, are an additional 20 acres of open land, with a homestead at the west side of the farm. Although the railroad crosses Greenfield Road on a viaduct and fill, this fill merges to the west with higher ground where a lead track could come off at grade. The Southern Railway also could serve this property.

A 2-inch gas line from the Hiram system was being extended out Rose-dale Drive in the summer of 1961, but it is to terminate probably a 1/2-mile west of the above tracts. Extension of water and sewerage facilities and construction of heavy-duty streets to connect with U.S. Highway 278 are problems to be met in developing industry at this distance from Hiram.

"Cotton Field" Tract (4) - West on Rosedale Drive, about 1/4-mile from the above no. 3 area, there is a cotton field of 20 acres or so lying north of the Seaboard Railroad and Rosedale Drive which cross here. The land slopes northward from the road and crowns into a broad, flat area that would make an excellent plant site.

Mrs. Clarence Turner Property (5 & 6) - A 17.2-acre tract is owned by Mrs. Clarence Turner in the southeast corner of the intersection of U.S. 278 and State Highway 92, about a mile north of Hiram (no. 5 of figure 65). Most of the property is hilly, with much granitic rock outcrop, but just at the intersection is a triangular 5-acre level area that would make a satisfactory plant site. However, no utilities are available here.

Mrs. Turner also owns 500 acres of land fronting along both sides of U.S. 278 west of the above intersection (6). Although the property is quite hilly, limited non-rail sites might be developed at some points along the highway frontage, if utilities could be made available.

Ruritan-Moss Properties (7) - The Ruritan Club owns 12 acres and a Mrs. Moss owns six acres south of the Seaboard Railroad, in the north part of town. The west side of the property fronts along State Road 92. The land here is suitable only for non-rail use, since a lead track into the property is infeasible.

POLK COUNTY

The near-future needs for industrial land at Cedartown, county seat and chief trading center, are being met by the conversion into an industrial district of a former airport property owned by the city in the southwest part of the city (see figure 66). Close by are substantial acreages of usable land, owned by Rome Plow Company and the local fair association, and while none of this land may presently be available, it does constitute a valuable reserve that should be held and protected for future industrial use. Such concentration of future development in this area will make for most economic installation of utilities to service the area, rather than spreading industry throughout the city. Service by two railroads -- Seaboard and Central of Georgia -- adds definitely to Cedartown's potential.

Cedar Creek, with a minimum flow of 17-million gallons daily,* would support a sizable water-using industry, provided the water is not too severely polluted. It is reportedly polluted in the area north of the airport but to the east of there, a location on the Rome Plow property might give sufficient and clean water.

Rockmart, the other principal city in this county, has a relatively "tight" site situation because of the present unavailability of several of the best acreages. Chief of these are the Goodyear and Marquette lands on the north side of the city (see figure 70). Nevertheless, because of the excellent topography and developed utilities to industries in that part of the city, it will be best to continue efforts to acquire enough acreage here to assure suitable sites for anticipated new industries. It is

* Thomson, M. T., and others. The Availability and Use of Water in Georgia. Georgia Department of Mines, Mining and Geology Bulletin 65 (1956), p. 125.

probable that this can be done along the Brock Road, as suggested below. Also, from here to Aragon a few miles north along State Highway 101, the topography is quite favorable.

Rockmart, like Cedartown, has the added advantage of service by two railroads, the Seaboard and Southern. The Chandler tract is the best site area seen on the Southern, while the Seaboard serves the excellent northside site areas mentioned above. The only controlled site area is on the Seaboard, west of the city -- the Green-Brannon-Hutchings properties. Because of the poor topographic situation, inaccessability to railroad, and distance to gas and water services, these properties constitute a poor site situation with little real potential.

Aragon is a "company" town of a large textile mill and, although the topography in this area is favorable to site development, it is probable that the area has little future industrial potential beyond the present manufacturing operations and possible future related expansions.

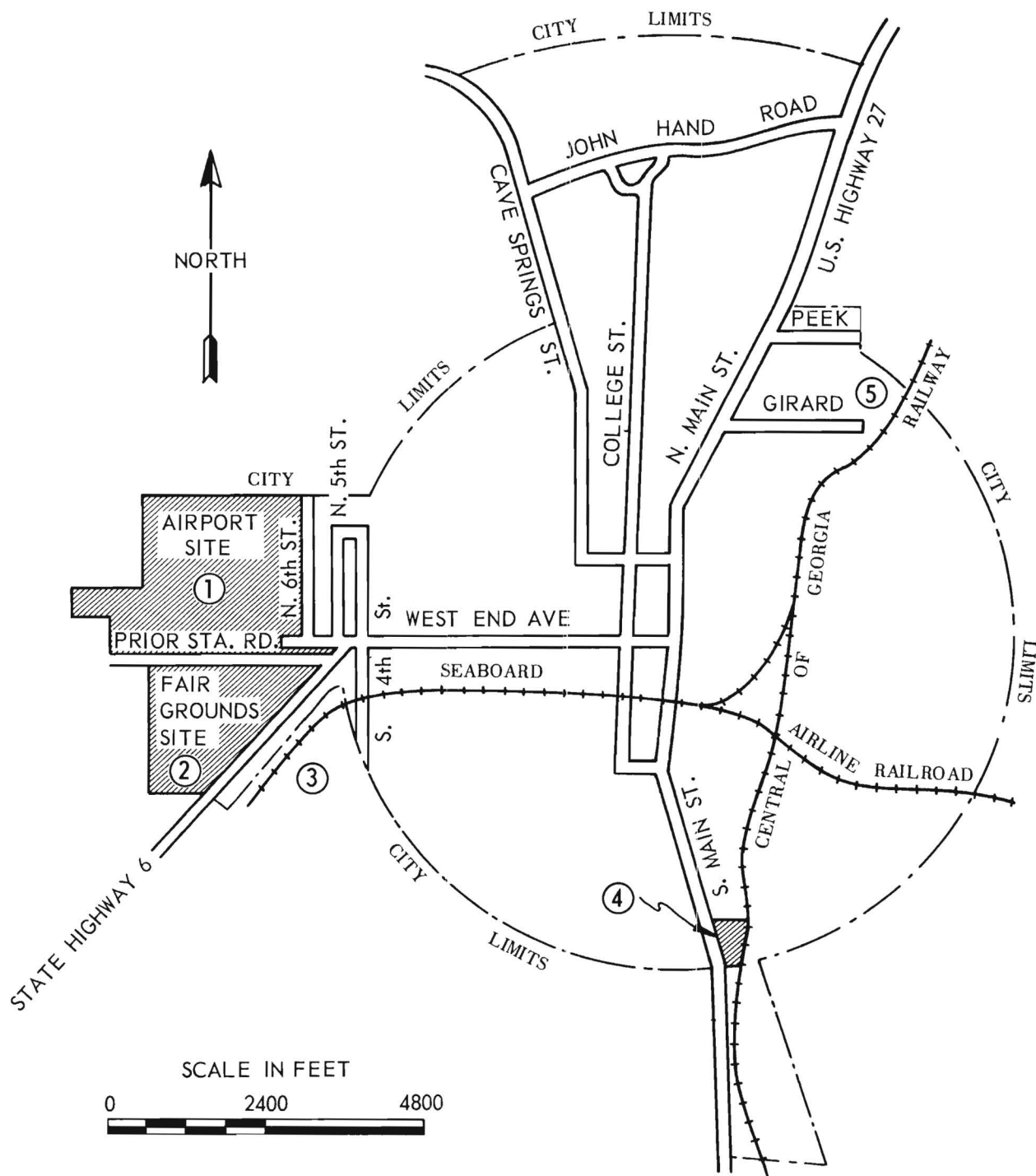
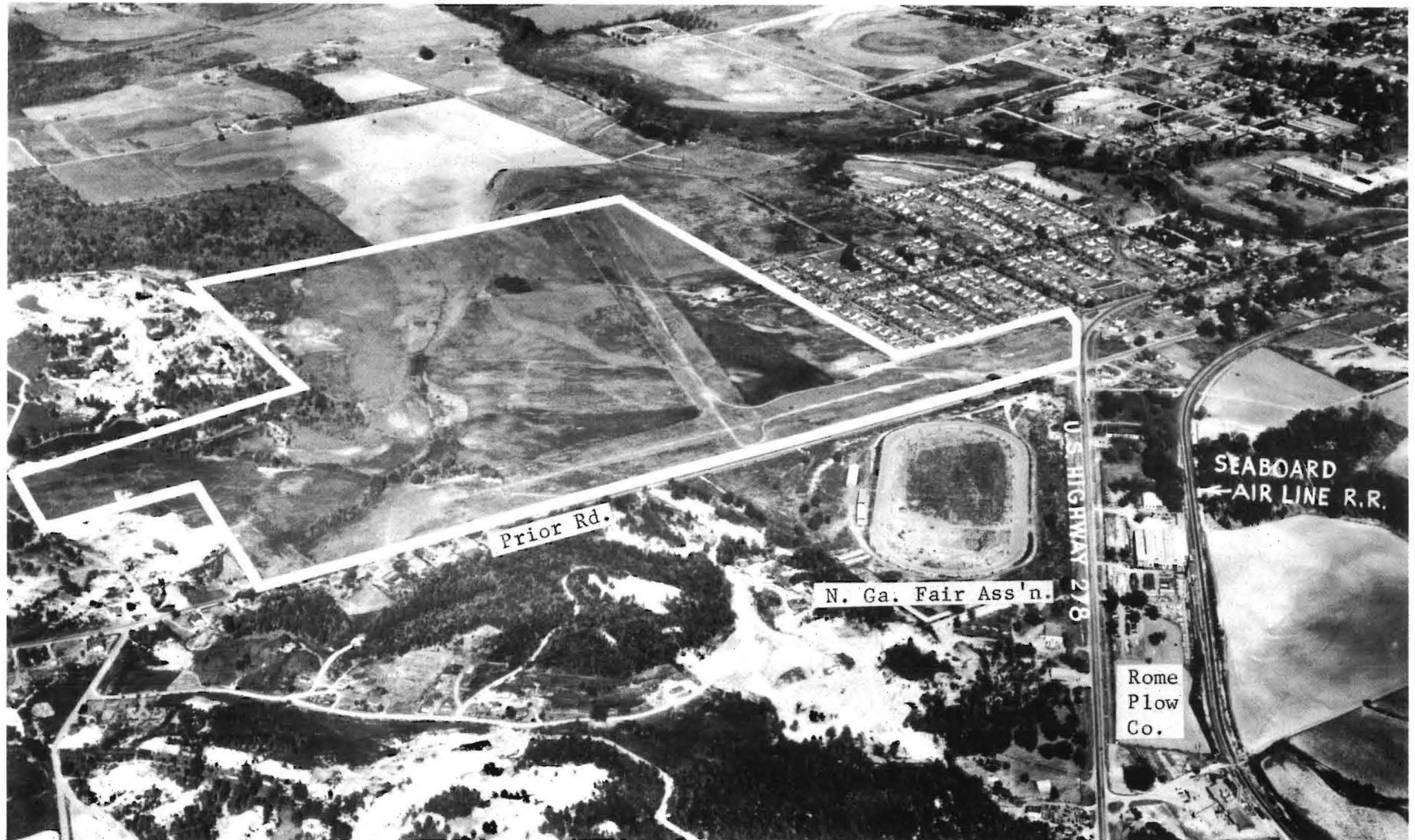


Figure 66. Index map to industrial properties and site areas at Cedartown, Ga.



(Photo courtesy of Georgia Power Co.)
Plate 37. The "Airport" industrial district at Cedartown, Ga.

CEDARTOWN

"Airport Industrial District" (1) - During 1961, the City of Cedartown took initial action toward development of an industrial district in a city-owned 139-acre tract formerly used as an airport (see plate 37). The plan for this development is shown in figure 67. As there indicated, West Avenue would be extended into the tract from its present terminus just west of 7th Street. An 8-inch sanitary sewer now extends to the "city barn" area in the southeast part of the tract and, under present plans, additional 10- and 12-inch sewers would be laid in the district to connect with the existing 15-inch sewer at the north end of 7th Street. Eight-inch water mains along West Avenue would service the district from 10- and 12-inch supply mains. These would be fed from the 1-million-gallon steel water tank projected for location south of Prior Station Road, about on a line with the proposed 10th Street.

While the entire tract shows a maximum elevation difference of 40 feet, the majority of the property is within a 20-foot range (see figure 68). The land surface generally is only slightly rolling, rising gradually to the low hills to the west of the property. Test borings have been made on the tract, revealing a clay cover of about 5-foot depth, with limestone bedrock. No solution caverns were reported. There are some rock outcrops reported on the north side of the property. Cedar Creek is about 2,000 feet distant from this side of the tract.

Tracts nos. 1 and 2 of the district have been occupied by metalworking operations of the Weatherhead Company of Cleveland, Ohio. Additional acreage in the district is being used for a plant of Inland Homes, a prefabricated home manufacturer headquartered at Piqua, Ohio.

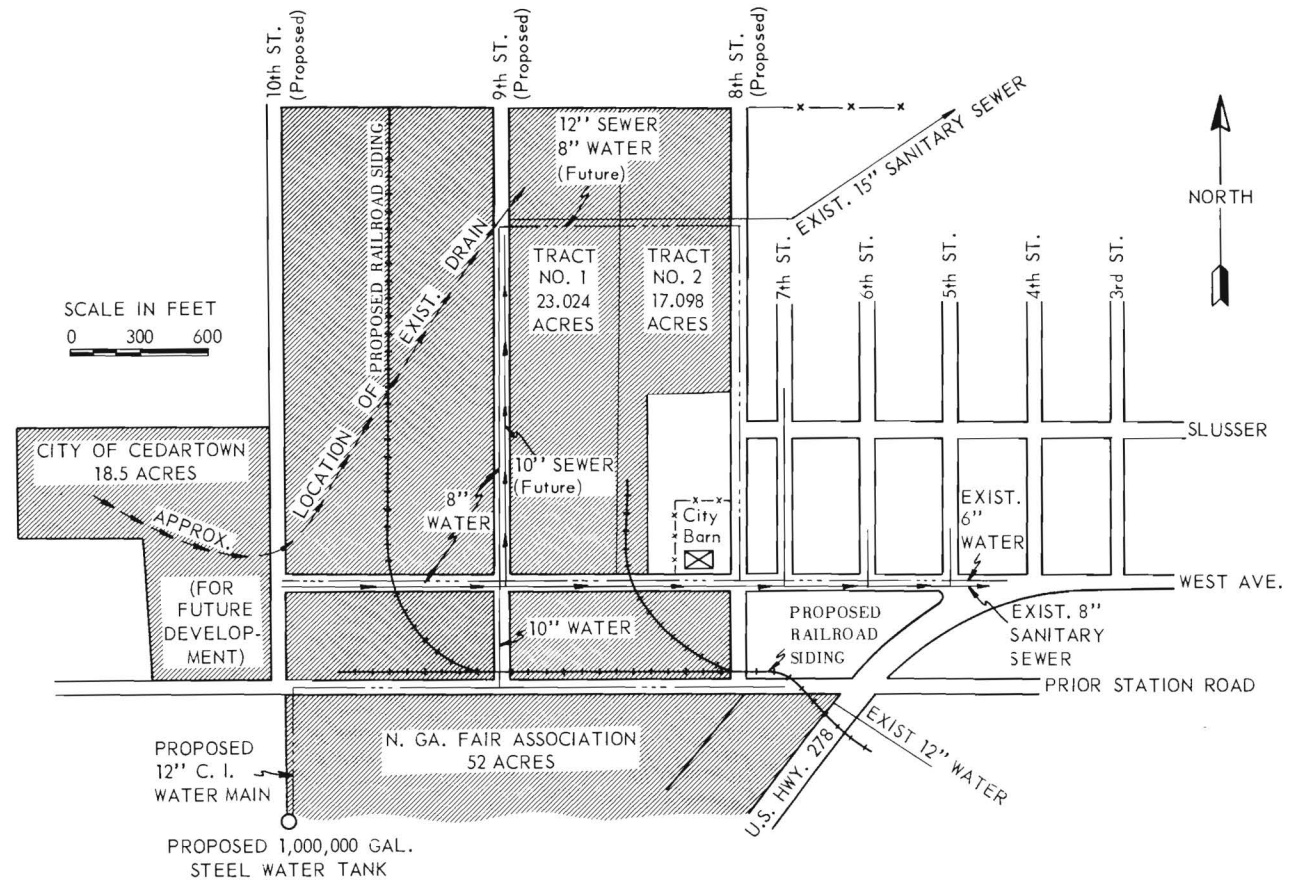


Figure 67. Development plan for city-owned "Airport" industrial district at Cedartown, Ga.

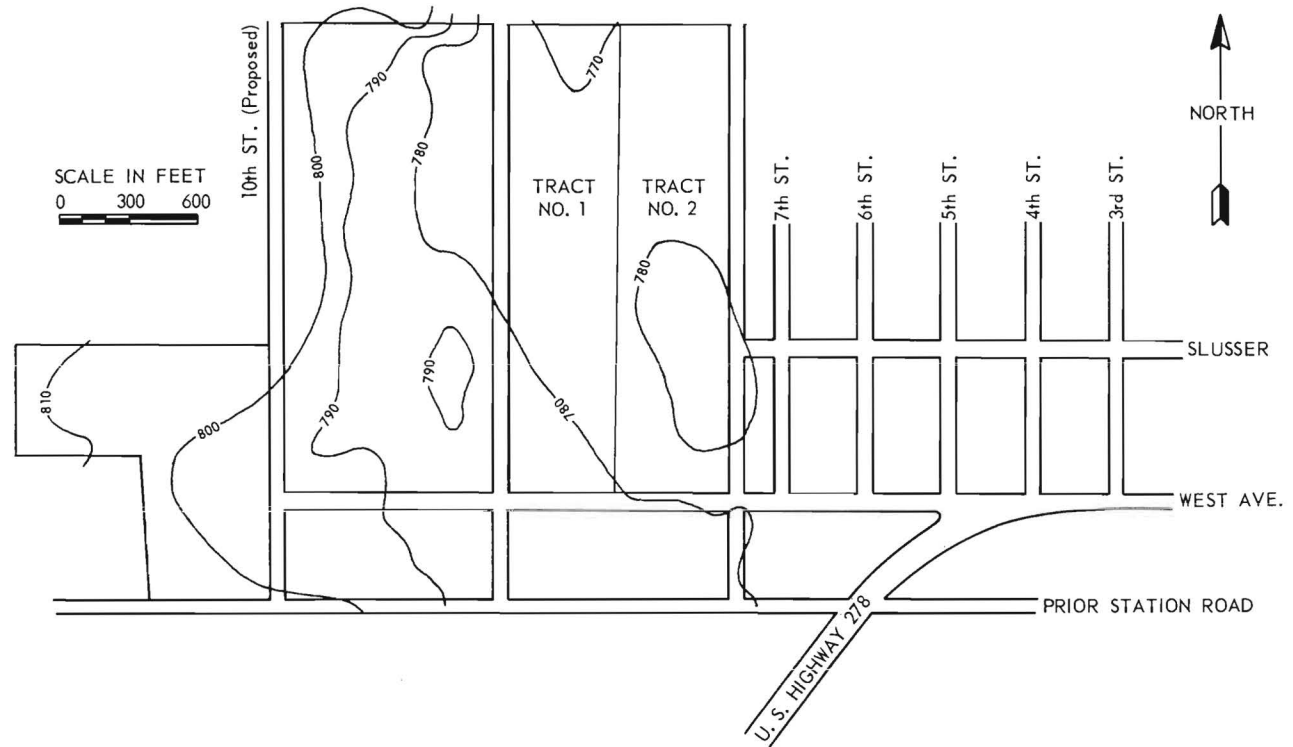


Figure 68. Topography of the "Airport" industrial district at Cedartown, Ga.

COOSA VALLEY

Industrial Site Data

Name of Property "Airport" Industrial District County PolkOwner City of Cedartown City or Town Cedartown, Ga.Location 1 mile west of center of city, on U. S. Highway 278 and State Road 6

Holder of Option _____

Option Terms _____

Owner agreement signed: Yes No subject to negotiation
Acres in tract 93.29 Offering price -- \$ /acreInside Corporate Limits: Yes x No Zoning Classification industrialR. R. Service: Name of R. R. Seaboard Main Line: x Branch Line: Tract within switching limits: Yes x No Rail spur installed: Yes x No Highway:Distance to: major highway 1000 feet east Highway designation U. S. 278
access street fronts on it Street name Prior Station RoadWidth of right-of-way of highway or access street: 60 feet Paved? Yes x No

Near a

Major Stream? Yes x No If so, name: Big Cedar CreekDistance/direction 1/2-mile eastUtilities:Water: On site? Yes x No

Distance/direction to nearest connection _____

Size of main 6&12 in. Looped: Dead-end: x Pressure: 70 lbs.Electricity: Substation: capacity: kva peak load kva

Distance/direction from tract _____

Supplier: Georgia Power CompanyGas:(Natural) On site? Yes x No

Distance/direction to nearest connection _____

Size of main 4 in. (6 in. available) Pressure 10-25 15-30 lbs. su
15-30 lbs. wiSupplier: Atlanta Gas Light CompanySewer: On site? Yes x No Size: 8 in. City disposal plant? Yes x No Distance/direction to nearest sewer at property linePresent use of property: industrial district Improvements on it? _____

Fairgrounds Property (2) - Immediately south across Prior Station Road from the above industrial district are 52 acres owned by the North Georgia Fair Association (see figure 66; plate 37). Forty-six acres are under fence. So far as known, none of the area is presently available.

All of the area is relatively level, and the clay cover is quite deep, as seen in old iron-mining pits on the property. U.S. Highway 278 is along the eastern limits of the tract. The Seaboard Railroad, east of that highway, can extend its service into the Fairgrounds property over a right-of-way the city has obtained across the intervening U.S. Highway 278 and Rome Plow Company property for bringing lead trackage into the above "Airport" industrial district.

Rome Plow Company Property (3) - East across U.S. Highway 278 from the above Fairgrounds property is the Rome Plow Company which owns some 150 acres of land east of the plant, beyond the Seaboard Railroad (see figure 66; plate 37). This land, which local sources report might be available under certain conditions, is largely open and slightly rolling, with some of the northern part rising into low, rounded hills of 15- to 20-foot heights. That part of the area between the west end of William Street and the Seaboard Railroad has been graded over a couple of acres or so.

Rome Plow also owns 10 acres south of the Seaboard Railroad between Cedar Branch and Second Street, with William Street bounding the south side (city lot nos. 251, 252, 253, and 254). Waste piles of an iron-ore washer that formerly operated here would have to be graded down to give a usable site.

Eight-inch water and sewer lines on West Avenue, one block north of the railroad, could serve this tract. Utility services noted as available to the Fairgrounds property (no. 2) could be extended to the other Rome Plow property.

Empire Land Company (4) - A 6.7-acre tract of the Empire Land Company (wholly owned subsidiary of the Central of Georgia Railway) fronts on the east side of U.S. Highway 27 in the south part of Cedartown (see figures 66 and 69). The tract, which is essentially flat, lies some five to six feet below highway level but is reported to drain satisfactorily. The Central of Georgia mainline forms the east boundary. A lead track of this railroad extends into the Sinclair Oil Company property which adjoins to the south. A 10-inch city water main and an 8- or 12-inch sanitary sewer service this area.

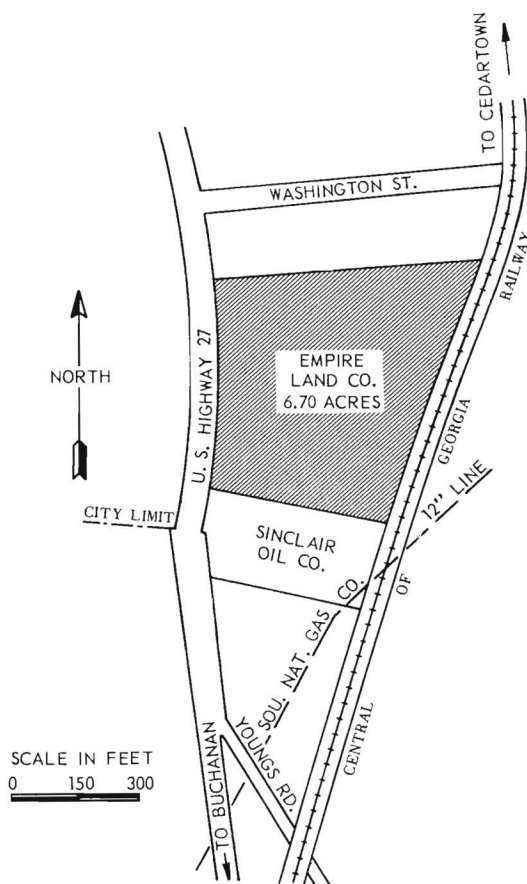


Figure 69. Property sketch of tract owned by the Empire Land Company at Cedartown, Ga.

Montgomery Property (5) - In the northeast part of the city, the Montgomery farm fronts largely between East Jule Peek and East Girard streets and extends east to the Central of Georgia Railway (see figure 66). This is open field land that slopes gradually toward the railroad and southeasterly toward Girard Street where it is lowest. There appears to be only about 15-foot elevation difference over the 16 acres or so of the tract within the city limits; some 10 acres of similarly level land are owned north along the railroad beyond the city limits. Land east of the railroad is in the same ownership.

The railroad is essentially at grade with the tract so that a lead track can enter the property at almost any point. A 6-inch water line is within 300 feet of the west side of the tract on Peek Street, and a 12-inch sewer can be tapped near the east end of Girard Street, although a lift station may be needed. A heavy duty street would have to be built to U.S. Highway 27.

Since Peek, Girard and other streets in this part of the city have high quality residential developments, the Montgomery property will be best suited to industry that is free of objectionable noises, odors or hazards.

ROCKMART

In the uptown area of Rockmart are several small parcels of land that might be acquired for light industry use. The first four listings below give brief notes on these properties; their locations are indicated in figure 70.

Maple & Slate Streets (1) - An area of about four acres (400 x 400 feet) lies between the street and a spur of the Seaboard Railroad. The land is somewhat rough and would require limited grading. Six-inch water main, 10-inch sewer, and 4-inch natural gas line are at the tract; a 6-inch gas line is within one block. A light-weight aggregate plant is south of this tract.

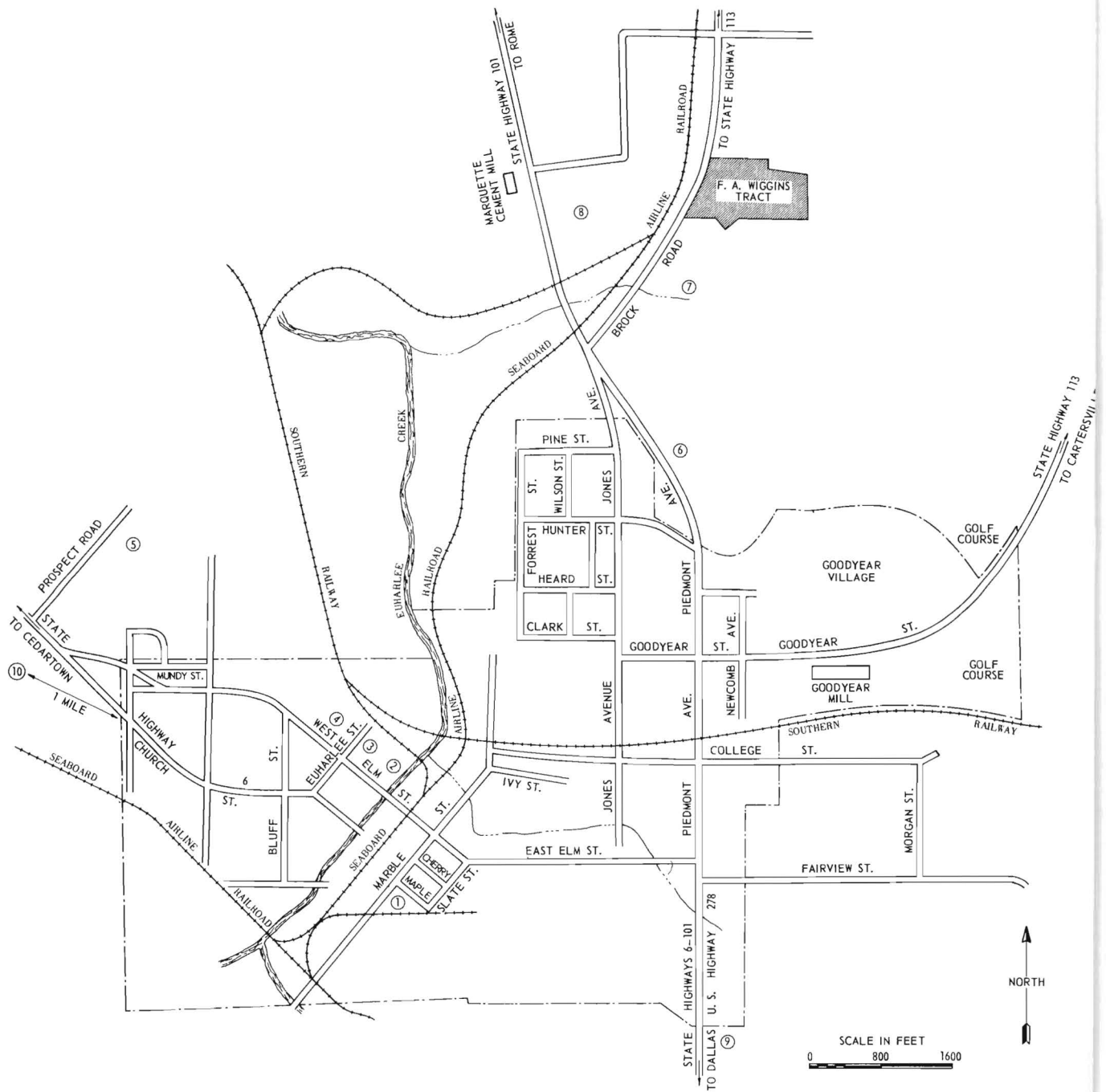


Figure 70. Index map to industrial site areas at Rockmart, Ga.

City Property (2) - This tract, on West Elm Street, is below street level and would make a more attractive site situation if filled five or six feet to street level. City water, sewer, and gas lines are under the property. The Seaboard Railroad spur that connects with the Southern Railway is on a fill along the northeast side of this tract.

Ather Hughes Property (3) - This property adjoins the northwest side of the above city property and rises enough to permit rail access at grade.

Hugh McRay Estate (4) - This property adjoins the Hughes property on the northwest and is reported to be available west to the cemetery property.

Chandler Farm (5) - The Chandler farm is on the Prospect Road, about 1/4-mile northeast of U.S. Highway 6, just beyond the northwest city limits. The 60 acres or so consist mainly of a broad flat valley extending from the highway eastward to the main line of the Southern Railway. A minor drainage line cuts east-west across the southern third of the farm, and the land slopes upward from this drainage to low ridges on both the north and south sides of the farm. The farm is 85 per cent open land, principally planted to crops.

A railroad lead track can come into the farm at grade in the southeast corner, just beyond the end of the rail cut through the ridge spur at that point.

A 6-inch water main extends on U.S. Highway 278 to within about 500 feet of the junction of that highway and Prospect Road.

This farm would make a very good industrial site, but, so far as known, it is not presently available.

Goodyear Property (6) - One of the best, but presently unavailable, industrial sites in the Rockmart area is the 80 acres or so of the Goodyear property that front along State Highway 101 just beyond the northeast city limits (see figure 70). There is about 1,000 feet of frontage along the highway and the tract extends east to a golf course, a part of the extensive

development here by the local Goodyear Tire & Rubber Company plant. The 80-acre area is open but slightly rolling and would require some grading.

The outfall sewer from the Goodyear plant crosses the tract; a 6-inch water main is at the intersection of State Highway 101 and Jones Avenue; and a 4-inch natural gas main is at Hunter and Jones streets, with the city gas-regulating station only two blocks farther west.

The Goodyear Company has an easement across the property adjoining to the north for a lead track from the Seaboard Railroad (Cartersville Branch) which crosses State Highway 101 just north of its junction with Jones Avenue. About 1,000 feet of lead track would be required.

State 101 - County Road Area (7) - The 10 to 15 acres of very level open land north of the above Goodyear property (the land over which that company has the lead track easement) would make a most desirable plant site, since it fronts on both the State Highway and the paved county road (Brock Road) and is readily reached by a lead track from the Seaboard Railroad (see figure 70). Utilities noted for the Goodyear tract would be available to this property.

In addition to the above 10- to 15-acre tract, there are probably 200 acres or so of usable land along the south side of Brock Road in the ownerships of Clemons, Noland, Marquette Cement Manufacturing Company, and others. The land generally will not exceed 20- to 25-foot elevation differences, and the Seaboard Railroad, which parallels the north side of Brock Road, could take off a lead track at grade. Brock Road should be repaved for heavy traffic, if this area is industrially developed.

One of the properties here is the 17-acre F. A. Wiggins farm (see figure 71). The land is open and slopes to the east, with a maximum elevation difference not exceeding 10 feet. A lead track across Brock Road into the farm is possible.

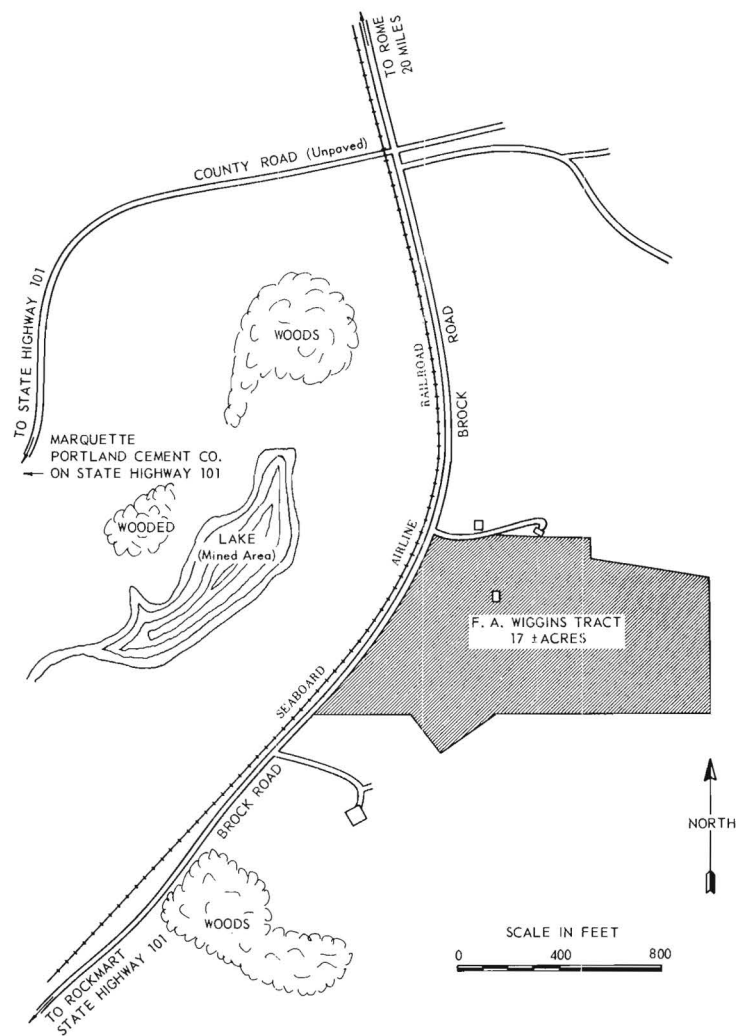


Figure 71. Property sketch of the F. A. Wiggins tract at Rockmart, Ga.

COOSA VALLEY
Industrial Site Data

Name of Property F. A. Wiggins County Polk
Owner same City or Town Rockmart, Ga.
Location 1/3-mile north of city limits, on east side of Brock Road
Holder of Option _____
Option Terms _____
Owner agreement signed: Yes x No _____ Terms: Until Dec. 31, 1962 total tract
Acres in tract 17 approx. Offering price -- \$ 5,000 ~~/acre~~
Inside Corporate Limits: Yes _____ No x Zoning Classification none
R. R. Service: Name of R. R. Seaboard Main Line: x Branch Line: _____
Tract within switching limits: Yes x No _____ Rail spur installed: Yes _____ No x
Highway:
Distance to: major highway 1/3-mile Highway designation State 101
access street fronts on it Street name Brock Road
Width of right-of-way of highway or access street: _____ feet Paved? Yes x No _____
Near a
Major Stream? Yes _____ No x If so, name: _____
Distance/direction _____
Utilities:
Water: On site? Yes _____ No x
Distance/direction to nearest connection 1/3-mile southwest on
State Highway 101
Size of main 6 in. Looped: _____ Dead-end: _____ Pressure: _____ lbs.
Electricity: Substation: capacity: _____ kva peak load _____ kva
Distance/direction from tract _____
Supplier: Georgia Power Company
Gas:
(Natural) On site? Yes _____ No x
Distance/direction to nearest connection 1/3-mile southwest to
State Highway 101
Size of main 4&6 in. Pressure 50&275 lbs.
Supplier: Atlanta Gas Light Company
Sewer: On site? Yes _____ No x Size: _____ in. City disposal plant? Yes x No _____
Distance/direction to nearest sewer 1/3-mile southwest on State Highway
101
Present use of property: farming Improvements on it? residence



Plate 38. Site areas along Brock Road, just north of Rockmart, Ga., showing location of F. A. Wiggins farm. Note pond in abandoned quarry of Marquette Cement Manufacturing Co. (upper left of photo).

Marquette Cement Manufacturing Company Property (8) - The Marquette

Cement Manufacturing Company has its Portland cement operation on the west side of State Highway 101, less than 1/4-mile north from the junction of that highway and Jones Avenue (see figure 70). Opposite the cement plant, from the highway east and south to Brock Road is a large acreage, possibly 100 to 150 acres of open, very level land owned by the cement company, probably as a limestone reserve. If and when this land is ever made available by the cement company, it would afford an opportunity for local development of an industrial district, especially if some additional acreage could be acquired south of Brock Road. Since this area is more or less underlain by limestone formations, test borings to ascertain foundation conditions are desirable.

Frank Clark Farm (9) - The 40-acre Frank Clark farm is on the east side of State Highway 101, only a 100 yards or so beyond the southeast city limits (see figure 70). The land here is only slightly rolling, with the Clark homestead near the highway. Other residences front the highway on both sides of the Clark farm, thus tending to restrict possible use of this property to light or medium industry. Since the Seaboard Railroad is some 1,000 feet west, on a 15- to 20-foot viaduct and fill, there is no possibility of bringing a lead track into the Clark property.

A 6-inch water main and 4-inch gas main are available along the highway and a 12-inch sewer terminates near the north line of the Clark property.

Green-Brannon-Hutchings Property (10) - The Joe Green property is about a mile west of the city limits, on the south side of State Highway 6 and of the Seaboard Railroad which here closely parallels that highway. The Green residence is on a broad flat nose or terrace some 15 feet above rail level, with the land rising higher to the west. To the east, the land falls away in a long slope to a relatively flat area of 600- to 800-foot width which extends east to mountain slopes of the W. L. Brannon property and south and west back of the house to rising land on the F. G. Hutchings property (see figure 72). The railroad is on a fill 15 feet or more above the north side of this flat area. Although possibly 10 to 15 acres, mainly on the Brannon property, could be assembled here that would be reasonably flat, there is no apparent practicable means of bringing in a lead track. Even a track into the limited flat area around the Green house would be difficult because the railroad is on the high fill to the east and in a fairly deep cut west of the house. Some small non-rail site areas might be developed on the south side of the Hutchings property adjacent to the old Cedartown Road.

This area is in the Knox formation and some cherty boulders were noted in the rear of the Green house. Thus, there likely would be difficulty in grading this area.

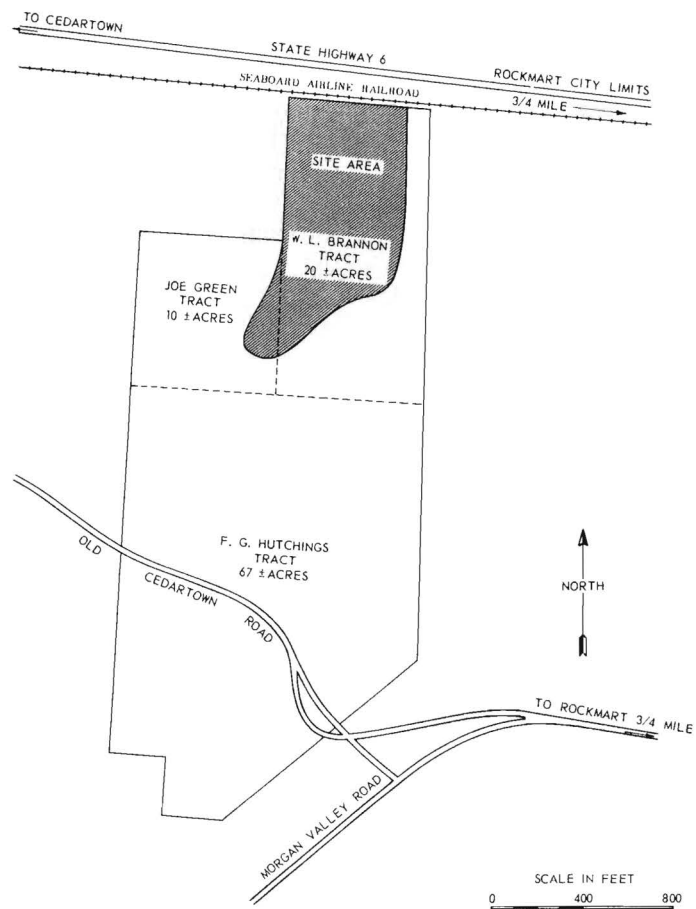


Figure 72. Property sketch of the Green, Brannon and Hutchings tracts at Rockmart, Ga.

COOSA VALLEY
Industrial Site Data

Name of Property Forrest G. Hutchings County Polk
Owner same City or Town Rockmart, Ga.
Location 3/4-mile west of city limits and 400 feet north of Morgan Valley Road
Holder of Option _____
Option Terms _____
Owner agreement signed: Yes x No _____ Terms: Until Dec. 31, 1962 total price
Acres in tract 67 approx. Offering price -- \$ 13,400 /~~acre~~
Inside Corporate Limits: Yes _____ No x Zoning Classification none
R. R. Service: Name of R. R. Seaboard Main Line: (*) Branch Line: _____
Tract within switching limits: Yes x No _____ Rail spur installed: Yes _____ No x
Highway:
Distance to: major highway 1200 feet north Highway designation State 6
access street through tract Street name Old Cedartown Road
Width of right-of-way of highway or access street: _____ feet Paved? Yes x No _____
Near a
Major Stream? Yes x No _____ If so, name: Euharlee Creek
Distance/direction 3/4-mile south
Utilities:
Water: On site? Yes _____ No x
Distance/direction to nearest connection 400 feet south on Morgan Valley Road
Size of main 2 in. Looped: _____ Dead-end: _____ Pressure: _____ lbs.
Electricity: Substation: capacity: _____ kva peak load _____ kva
Distance/direction from tract _____ on tract
Supplier: Georgia Power Company
Gas:
(Natural) On site? Yes _____ No x
Distance/direction to nearest connection 400 feet south on Morgan Valley Road
Size of main _____ in. Pressure _____ lbs.
Supplier: Atlanta Gas Light Company
Sewer: On site? Yes _____ No x Size: _____ in. City disposal plant? Yes _____ No _____
Distance/direction to nearest sewer 1 mile east-northeast
Present use of property: mostly woodland Improvements on it? _____

*) Railroad is 1200 feet north

COOSA VALLEY
Industrial Site Data

Name of Property W. L. Brannon County Polk
Owner same City or Town Rockmart Ga.
Location 3/4-mile west of city limits, south of State Highway 6

Holder of Option _____

Option Terms _____

Owner agreement signed: Yes x No _____ Terms: Until Dec. 31, 1962

Acres in tract 20 approx. Offering price -- \$ 1,000 /acre

Inside Corporate Limits: Yes _____ No x Zoning Classification none

R. R. Service: Name of R. R. Seaboard Main Line: x Branch Line: _____

Tract within switching limits: Yes x No _____ Rail spur installed: Yes _____ No x

Highway:

Distance to: major highway fronts on it Highway designation State 6
access street _____ Street name _____

Width of right-of-way of highway or access street: _____ feet Paved? Yes _____ No _____

Near a

Major Stream? Yes x No _____ If so, name: Euharlee Creek

Distance/direction _____

Utilities:

Water: On site? Yes _____ No x

Distance/direction to nearest connection _____

Size of main _____ in. Looped: _____ Dead-end: _____ Pressure: _____ lbs.

Electricity: Substation: capacity: _____ kva peak load _____ kva

Distance/direction from tract _____

Supplier: Georgia Power Company

Gas:

(Natural) On site? Yes _____ No x

Distance/direction to nearest connection _____

Size of main _____ in. Pressure _____ lbs.

Supplier: Atlanta Gas Light Company

Sewer: On site? Yes _____ No x Size: _____ in. City disposal plant? Yes _____ No _____

Distance/direction to nearest sewer 1 mile east-northeast

Present use of property: mostly woodland Improvements on it? _____

COOSA VALLEY
Industrial Site Data

Name of Property Joe Green County Polk
Owner same City or Town Rockmart, Ga.
Location 3/4-mile west of city limits, south of State Highway 6

Holder of Option _____

Option Terms _____

Owner agreement signed: Yes x No _____ Terms: Until Dec. 31, 1962

Acres in tract 10 approx. Offering price -- \$ 1000 /acre

Inside Corporate Limits: Yes _____ No x Zoning Classification none

R. R. Service: Name of R. R. Seaboard Main Line: x Branch Line: _____

Tract within switching limits: Yes _____ No x Rail spur installed: Yes _____ No x

Highway:

Distance to: major highway 600 feet Highway designation State 6
access street _____ Street name _____

Width of right-of-way of highway or access street: _____ feet Paved? Yes x No _____

Near a

Major Stream? Yes x No _____ If so, name: Euharlee Creek

Distance/direction _____

Utilities:

Water: On site? Yes _____ No x

Distance/direction to nearest connection _____

Size of main _____ in. Looped: _____ Dead-end: _____ Pressure: _____ lbs.

Electricity: Substation: capacity: _____ kva peak load _____ kva

Distance/direction from tract _____

Supplier: Georgia Power Company

Gas:

(Natural) On site? Yes _____ No x

Distance/direction to nearest connection _____

Atlanta Gas Light Company

Size of main _____ in. Pressure _____ lbs.

Supplier: _____

Sewer: On site? Yes _____ No x Size: _____ in. City disposal plant? Yes x No _____

Distance/direction to nearest sewer 1 mile east-northeast

Present use of property: mostly wooded Improvements on it? residence

ARAGON (UNINCORPORATED)

Garmon Tract (1) - This 7.2-acre tract, owned by J. D. Garmon, is in the fork of the Southern Railway main line and the spur line to the nearby Aragon Mills (see figure 73; plate 39). The land in this triangular area is quite level, with elevation differences within a 10-foot range. There are small rental homes on the north side.

A lead track can enter the tract at grade. There is a 2-inch gas line on the south side of New York Street and a water main 2,000 feet west on Prospect Road. Aragon does not have a sewer system.

Crawford Tract (2) - To the northwest of the above Garmon property is the C. C. Crawford property of about 100 acres (see figure 73; plate 39). It is a semi-triangular tract, bounded on the east by the Southern Railway main line and on the west by Prospect Road. This is a fairly level to rolling piece of land, largely wooded.

There is a 2-inch natural gas line on New York Street to Prospect Road and a water line on Prospect Road. There is no sewer system in Aragon. A rail lead can extend into the property without difficulty. New York Street gives direct access to State Highway 101.

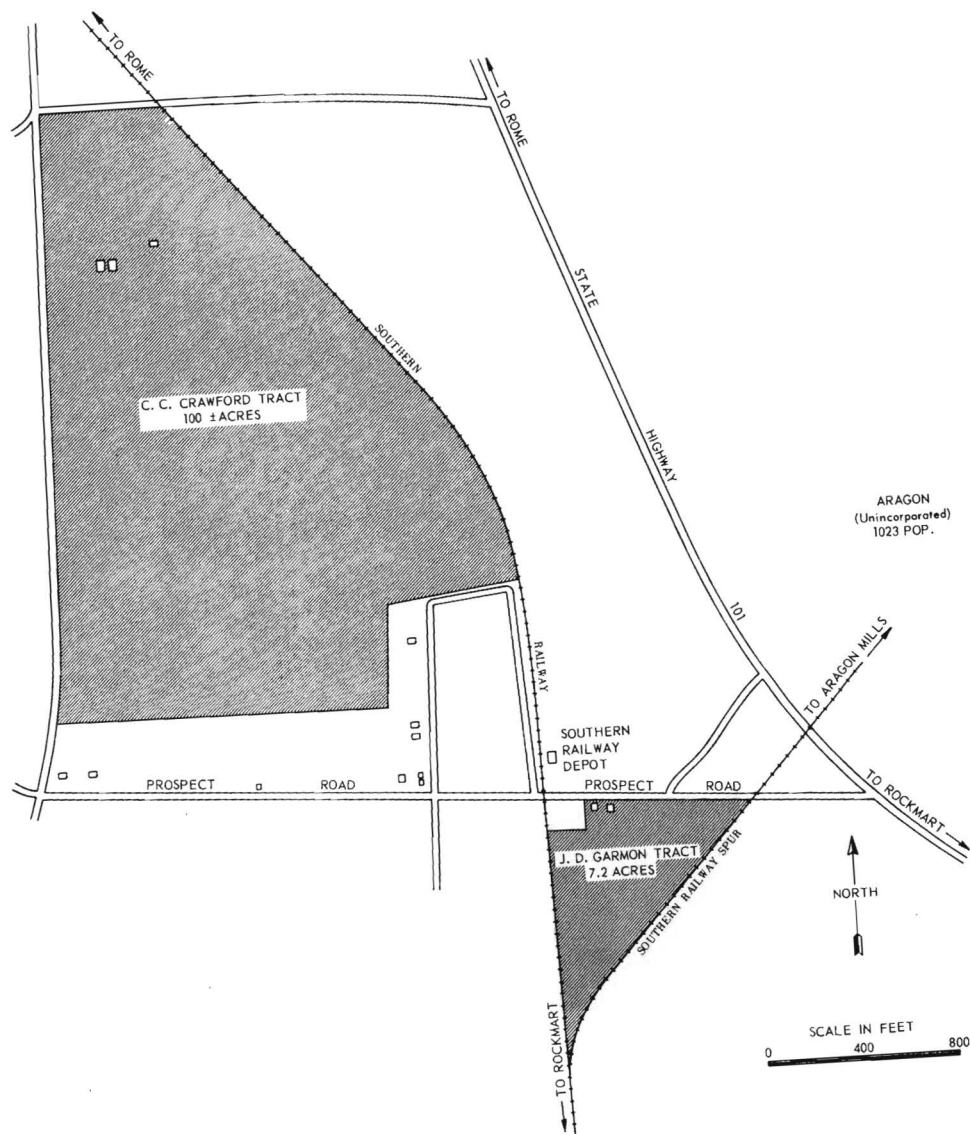


Figure 73. Property sketch of the Crawford and Garmon tracts at Aragon, Ga.

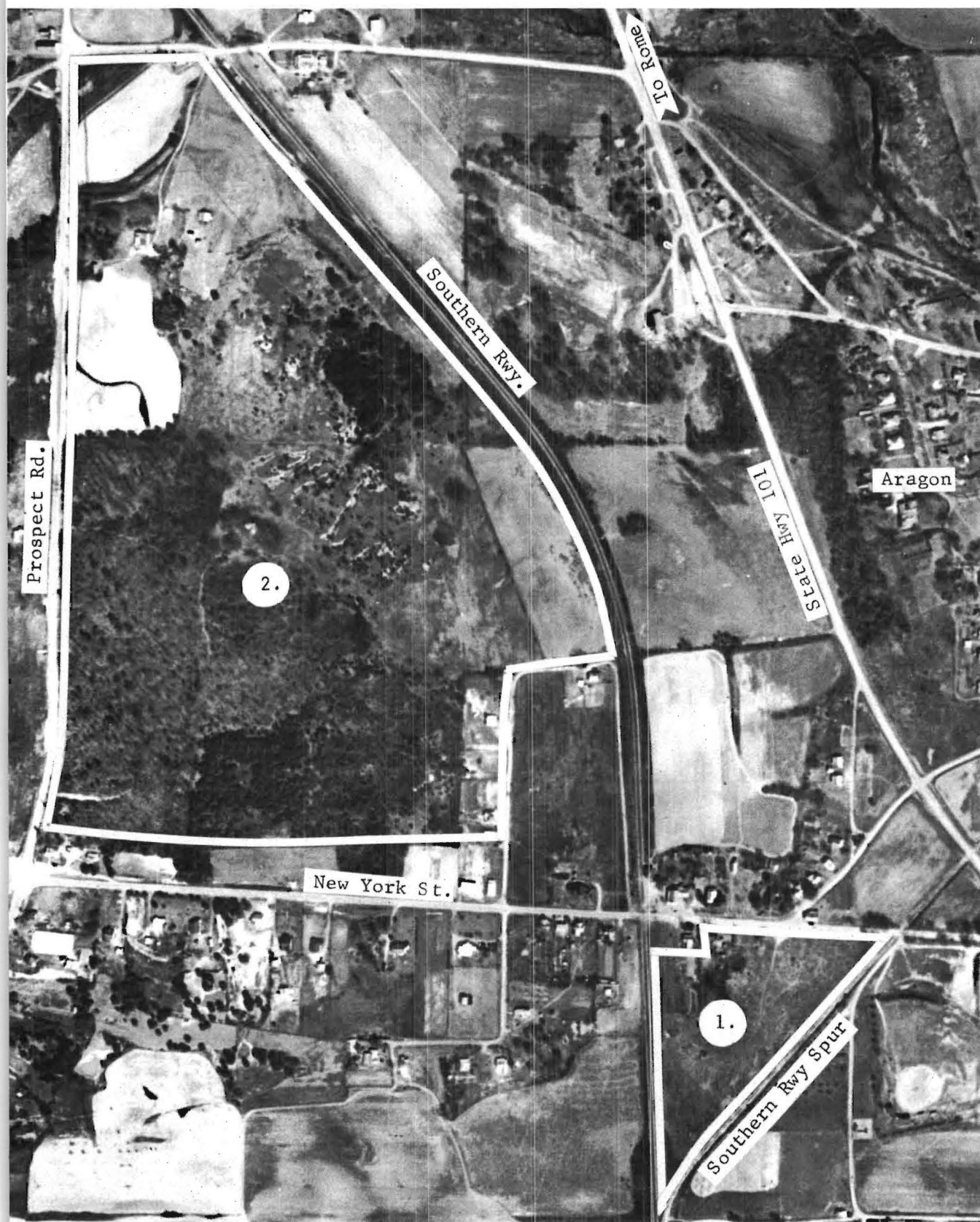


Plate 39. The J. D. Garmon (1) and C. C. Crawford (2) properties at Aragon, Ga.

COOSA VALLEY
Industrial Site Data

Name of Property Jimmy D. Garmon County Polk
Owner same City or Town Aragon Ga.
Location 800 feet west-southwest of town, in forks of Southern Railway branch
~~Holder of Option~~ and main lines
Option Terms _____
Owner agreement signed: Yes x No _____ Terms: Until December, 1962 total price
Acres in tract 7.2 Unincorporated Offering price -- \$ 6000 /acre
Inside Corporate Limits: Yes _____ No _____ Zoning Classification none
R. R. Service: Name of R. R. Southern Main Line: x Branch Line: x
Tract within switching limits: Yes x No _____ Rail spur installed: Yes _____ No x
Highway:
Distance to: major highway 400 feet east Highway designation State 101
access street fronts on it Street name New York
Width of right-of-way of highway or access street: _____ feet Paved? Yes x No _____
Near a
Major Stream? Yes x No _____ If so, name: Euharlee and Fish creeks
Distance/direction Euharlee Creek, 1600 feet east; Fish Creek, 1200 feet south
Utilities:
Water: On site? Yes x No _____
Distance/direction to nearest connection on Prospect Road, 2000 feet
west
Size of main _____ in. Looped: _____ Dead-end: _____ Pressure: _____ lbs.
Electricity: Substation: capacity: 1500 kva peak load 1278 kva
Distance/direction from tract _____
Supplier: Georgia Power Company
Gas:
(Natural) On site? Yes x No _____
Distance/direction to nearest connection on Prospect Road
Size of main 2 in. Pressure 15 lbs.
Supplier: Atlanta Gas Light Company
Sewer: On site? Yes _____ No x Size: _____ in. City disposal plant? Yes _____ No x
Distance/direction to nearest sewer not available
Present use of property: _____ Improvements on it? two residences